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VOL. 92, No. 5 MARCH, 1973 75 CENTS

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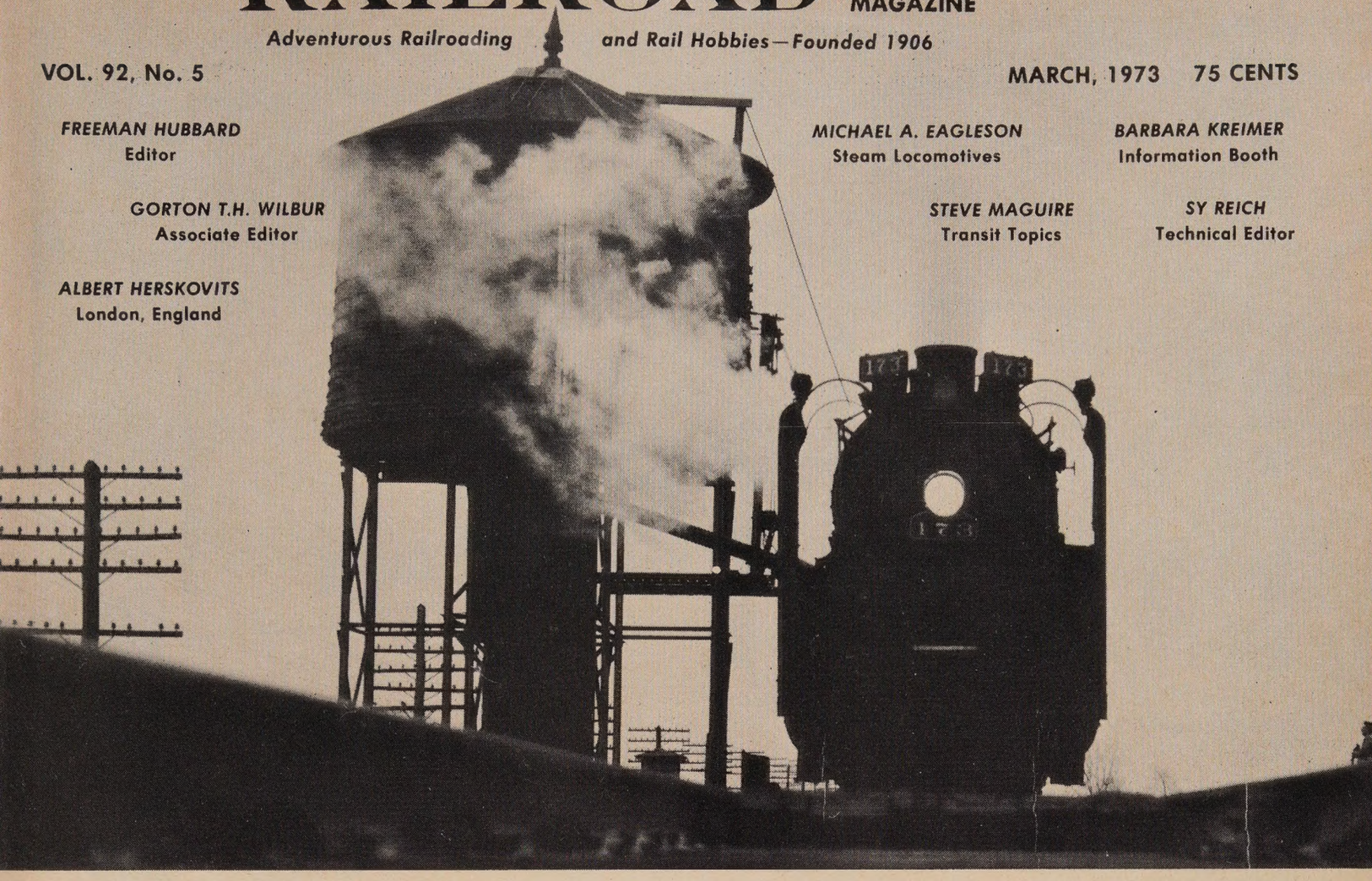

Nickel Plate Hudson No. 73 pinch-hits for a Mike on a Chicago Division local to Fort Wayne and takes drink at water tower in Tippecanoe, Indiana, in March 1957. Photo by Don Ball, Jr., from his book, "Portrait of the Rails" (see page 58)

ILLUSTRATED FEATURES

Photographs of the Month 14
Chicago Locomotive Builders . . . . John H. White, Jr. 26
Interesting Railfans No. 123: David H. Hamley, Jr. . . 30
Passenger Train Survey 34
Trackside in the Diesel Age 49
Whistle-Stop Winner . . . . . Roger Heidelberg 50
Wax Sealers in Old Depots. . . . . Robert L. Oakley 52
Chicago, Rock Island & Pacific Roster . . . . . Sy Reich 60

AUTHENTIC FICTION

A Meet With Number 86. . . . . Don Waters 45

DEPARTMENTS

The Mail Car 2
In Search of Steam 38
Information Booth. 41
Transit Topics 54
Books of the Rails. 58
The Hobby Club 63
The Switch List 64
Pen Pals Wanted. 64
Coming Events 64
Track Abandonments 64

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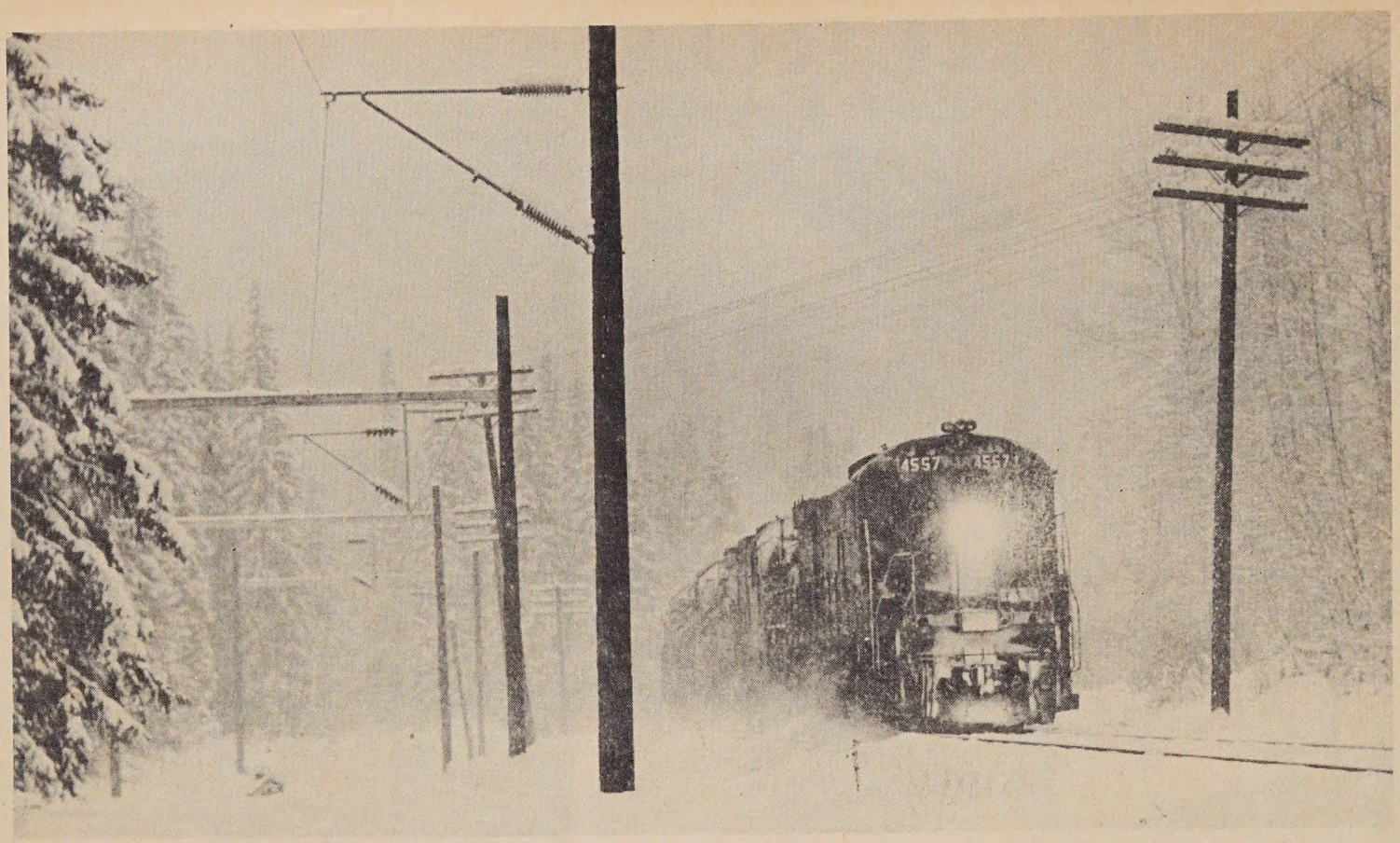


Photographs by Nicholas Morant

Canadian Pacific Railway

THE MAIL CAR

where editors and readers meet

Archy F. McDonnell

FRONT COVER shows a Maine Central train blasting its way through Crawford Notch in New Hampshire. It was painted for us by Archy F. McDonnell, Box 384, Concord, N.H. 03301. Archy specialized in such subjects, for he came from a railroading family—his father was a Boston & Maine conductor—and he is helping to keep the steam tradition alive. ●

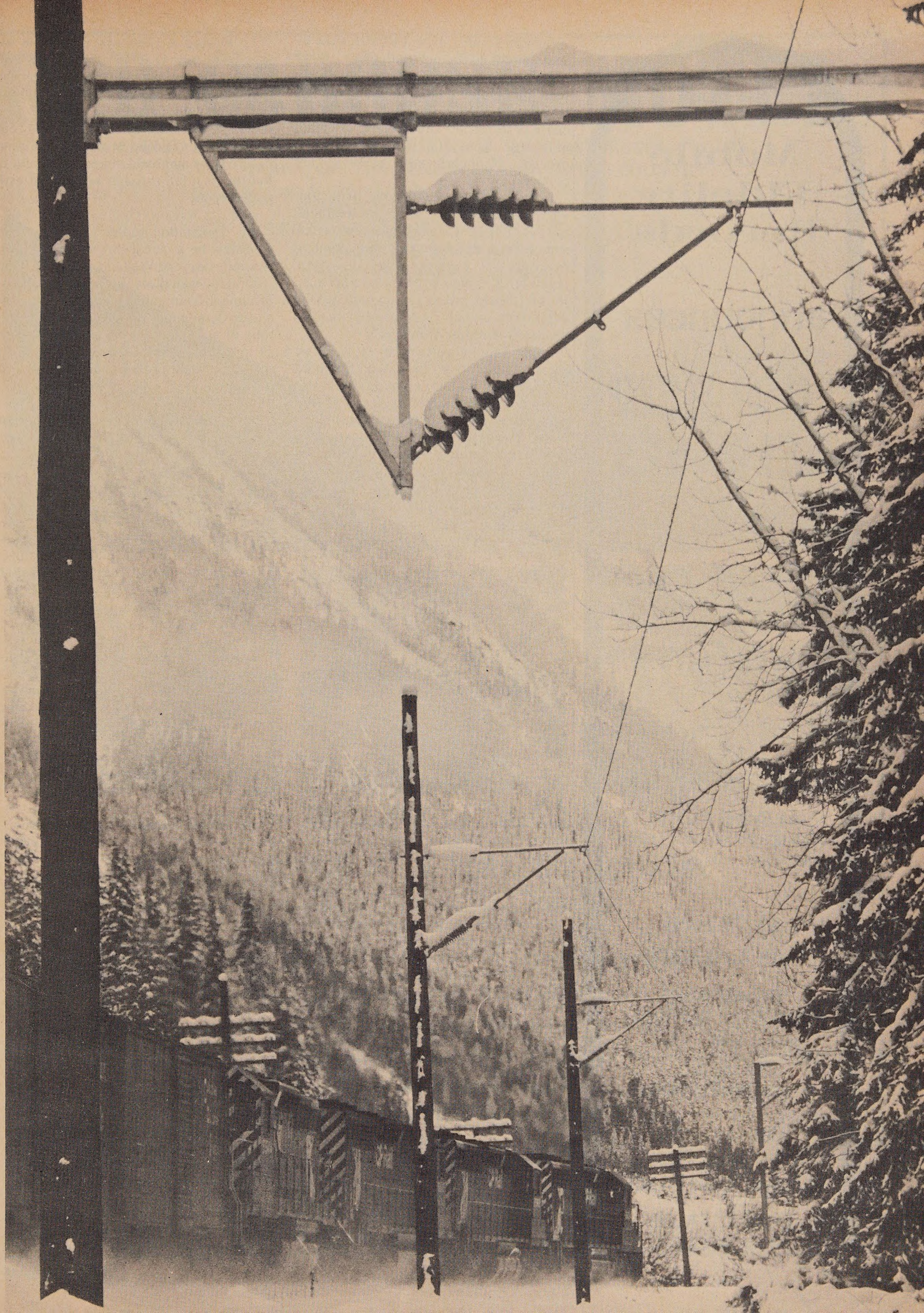
OPINIONS. I have been reading your magazine avidly since 1950. Except for one article in Oct. '63, "Hetty Green's Railroad," I have always found it informative and enjoyable.—Joseph R. Razek, 3314 Sheffield Dr., Arkington, Texas 76013. (*Ed note:* He does not say why that single piece displeased him. The late widow Green, reputedly the world's richest woman, owned the Texas Midland and gave it to her son to operate.)

I guess I'm a hard-nosed old so-and-so, but my policy toward photos and captions would be: If there isn't enough data on the picture to make an adequate and accurate caption, throw the damn thing into the waste basket!—Tom Irion, 200 Irene Court #34, Belmont, Calif. 94002. (*Ed. note:* If we did that, Tom, we'd discard most of the photos, including some high-quality shots, that readers send in to us.)

Your departments make every issue of *Railroad* a wealth of information and a pleasure to read. Your many pix, including those of females, also are a major asset.—Thomas F. Seaman, 6 McKee, Penn State University, University Park, Pa. 16802.

In my opinion, the Rio Grande's 2-8-8-2 type, class L-131, had a more cluttered smokebox facade than any other locomotive. From feedwater heater to pilot she was crammed to full capacity with equipment, which appeared at times to include even the hogger's lunchbox.—F.W. Colburn, Rte. R, Box 441-A, Swanton, Ohio 43558. ●

ONE of the toughest spots in western Canada has been chosen by CP Rail for the next stage of its continuing study of possible electrification. A quarter-mile section of overhead catenary—the electrical structure that would transmit power to electric locomotives—has been installed at Ross Peak on the main track near Revelstoke, B.C. Construction work began last November. Its purpose is twofold: to study the cost and difficulty of erecting catenary under



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mountain conditions and to assess the effects of harsh winter weather on it.

The test section is being equipped with functional hardware but will not be energized. Ross Peak was chosen because of its terrain and climatic extremes in winter. Annual snowfall there often exceeds 500 inches, and snowslides are common.

"We fully expect trouble with our equipment, due to the frigid weather," says R. Klein, director of technical research and development, "but that is precisely why we picked this area. Here is the most rugged stress we would meet if we should electrify. Experience in wintertime repair and maintenance of catenary would be valuable."

Supervising construction of the test section is British Insulated Calendar Cable Co. of Kirby, England, which also designed the 50-kilovolt system. CP Rail began to study in 1970 how feasible it would be to electrify its Calgary-Vancouver main line as part of its study of route and capacity improvements to meet the traffic growth from new bulk commodity exports through Vancouver.

In 1971, the railway's operating and research men made electric locomotive performance tests in Norway and Switzerland under mountainous track conditions, similar to those in Canada. The tests confirmed that modern electric locos could achieve traction levels 50 percent higher than CP Rail's diesel-electrics. This would significantly lessen the number of locos required on steep mountain grades. Studies are continuing also on sources of electrical supply, the economic advantages of converting to electric power, and other determining factors. ●

NEWSCAST. Southern Pacific is going into the grape wine business. Its president, the passenger-train-hating Ben Biaggini, has launched the Golden Vineyards Co., from which he hopes the SP will derive a net profit of $400,000 a year by 1975. The SP is contributing some 1,000 acres of its land to the project as well as many miles of telegraph wires, made obsolete by modern radio communications. This company is heavily involved, too, in pipelines, trucking, and real estate development. At latest reports, it is also still in the railroad business.

Steam locomotive 6060, formerly on display at Jasper, Alta., Canada, is now at Point St. Charles for a complete rehabilitation and eventual use on fantrips. She was replaced at Jasper with No. 6015.

Unable to find anyone willing and financially able to acquire the line and continue service, the Norfolk & Western is asking the ICC for permission to abandon its Abingdon branch that extends from Abingdon, Va., to West Jefferson, N.C. During a 12-month period an average of only 11 carloads a week was handled on the 56-mile line. Railfans and other parties negotiated with the company on plans to operate the line as a tourist attraction. N&W even waited four months for one group to make up its mind before filing an abandonment application, but the deal fell through because of estimated costs.

An evacuation order affecting ten families in a rural area of Pelham, five miles west of Welland, Ont., Canada, was lifted when there was no longer threat of danger from sulphuric acid, spilled in a train derailment. Between 900 and 1000 tons of sulphuric acid poured out when 24 units of a 50-car freight train jumped the track. Most of the derailed cars were tankers.

Santa Fe is embarked on a program of spending $9 million to modernize and centralize its rail-welding operations. Included are over $5 million for building a welding plant near Amarillo, Texas, and installation of traffic control signalling from Amarillo to the plant; about $3 million for construction of four new trains to haul rails from the plant to installation sites throughout the 12-state Santa Fe system, and nearly $900,000 to modernize handling facilities for related material at Newton, Kansas.

Voters at Spokane, Wash. overwhelmingly defeated a proposal to save two interesting old railroad stations on the Expo '74 site. The buildings had been scheduled for demolition to make way for pavilion space at the Expo '74 site, but a group called "Save our Stations" collected enough petition signatures to force a vote on the issue.

The initial phase of a $1.25 million research and test project aimed at further improvement of the safety record of railroad tank cars has just been completed. The project represents the largest privately financed safety undertaking in the history of freight transportation. Participating are ACF Industries, North American Car Corp., General American Transportation Corp., Pullman Transport Leasing Co., and Union Tank Car Co.

Barbara Kreimer's section this month mentions the wreck at Chatsworth, Illinois, on August 10, 1887. The detailed story of this spectacular disaster is told in a book, *The Train That Never Arrived*, by H.L.P. Stoutemyer, with 68 large pages and many illustrations. The book is available at $2.50 a copy from one of our photographers, C.M.H. Wilmoth, Box 1419, Montreal 114, Que., Canada. 819 N. Main St., Wheaton, Ill. 60187.

Illustrating the lack of thought behind Penn Central's headlong rush to cut costs *at any and all costs* is a recent

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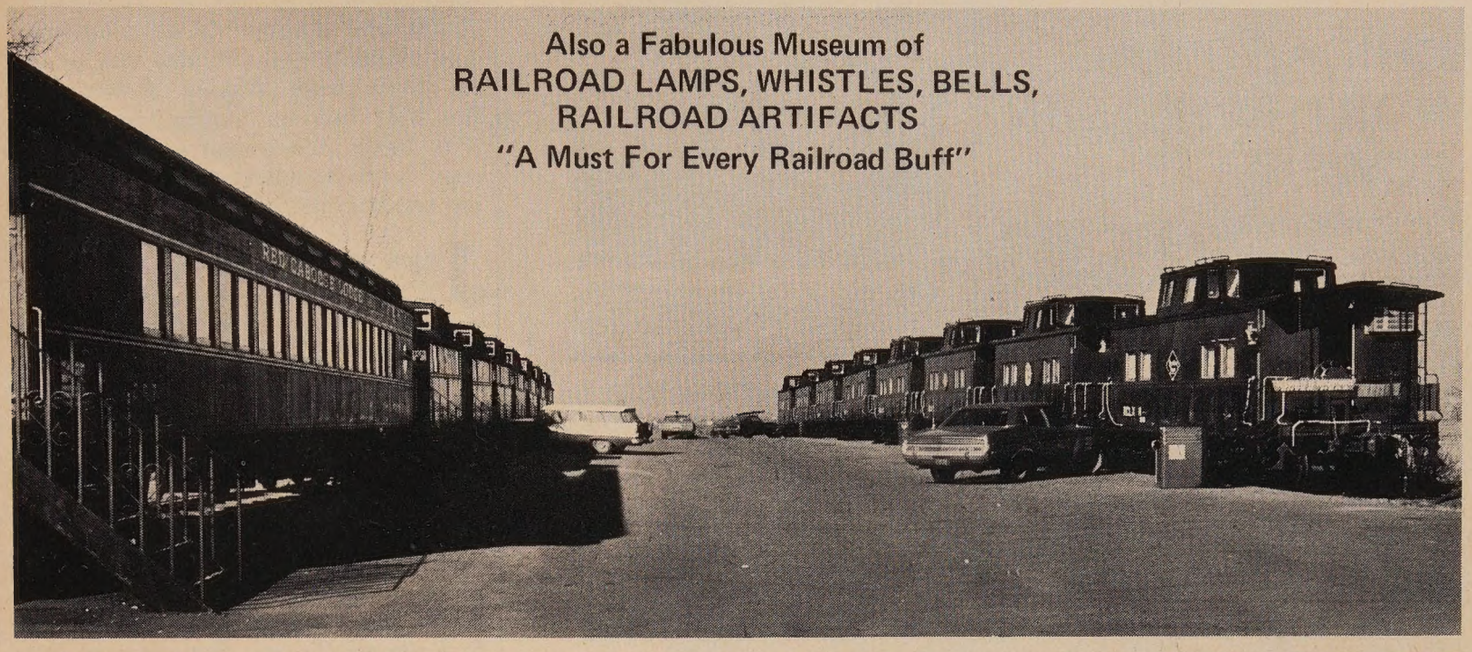

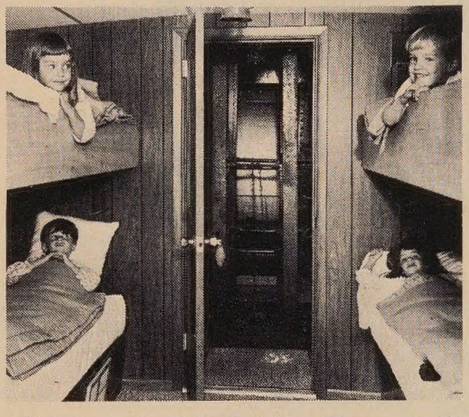

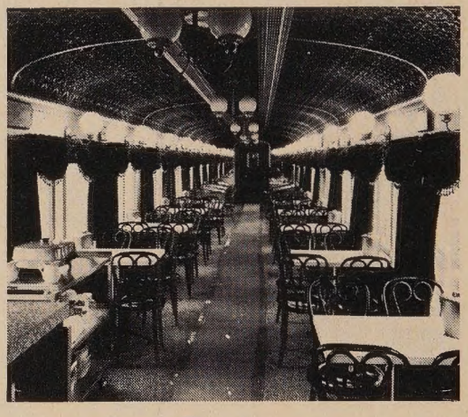

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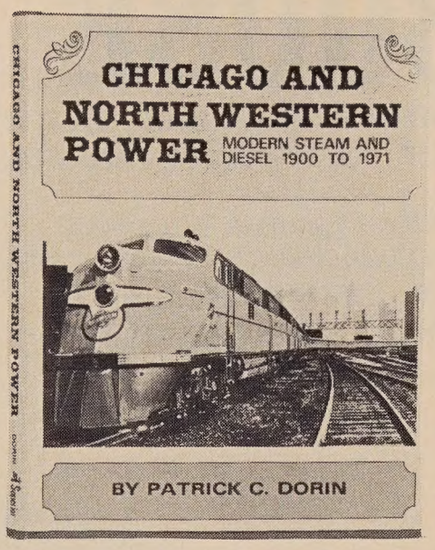

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petition filed by PC with the Illinois Commerce Commission to abandon a non-freight station at Mt. Zion, Illinois. There must have been one or two red faces when, after checking more closely, PC officials discovered that the Mt. Zion station is not even on their line. They had sought permission to close a Norfolk & Western depot!

The State University of New York will locate its central administration at Albany, N.Y., in the historic Delaware & Hudson Bldg., a fine example of Flemish-Gothic architecture which is listed in the *National Registry of Historic Places.*

The accident fatality rate for railroad grade crossings and train service has been declining since 1966, reports the U.S. Department of Transportation. This could be due partly to the drop in railroad passenger service.

Steam excursions with the Southern's 4501 out of Chattanooga, Tenn., are tentatively planned by the Tennessee Valley Railroad Museum to Gadsden, S.C., on April 28-29 and to Crossville, Tenn., on Oct. 20-21. ●

EVERY day we are pestered with unnecessary phone calls from people wanting to know whether or not we ever ran an article on such-and-such a subject; and if so, when? We like to be helpful, but we are too busy putting out our next issue to look up information which anyone could easily find for himself. All you need for that purpose is a copy of the *ALL-TIME INDEX of Railroad Magazine, Model Railroader, Trains, and Railroad Model Craftsman.* This useful 186-page volume may be had for $6.95 from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10028. We wouldn't sell our own copy for $100 unless we could quickly buy another one. ●

JOHN H. WHITE, Jr., who wrote "Chicago Locomotive Builders" (page 26), is not only chairman of the Department of Industries at the Smithsonian Institution, Washington, D.C., and one of our *Interesting Railfans,* but is also editor of the Railway & Locomotive Historical Society publications.

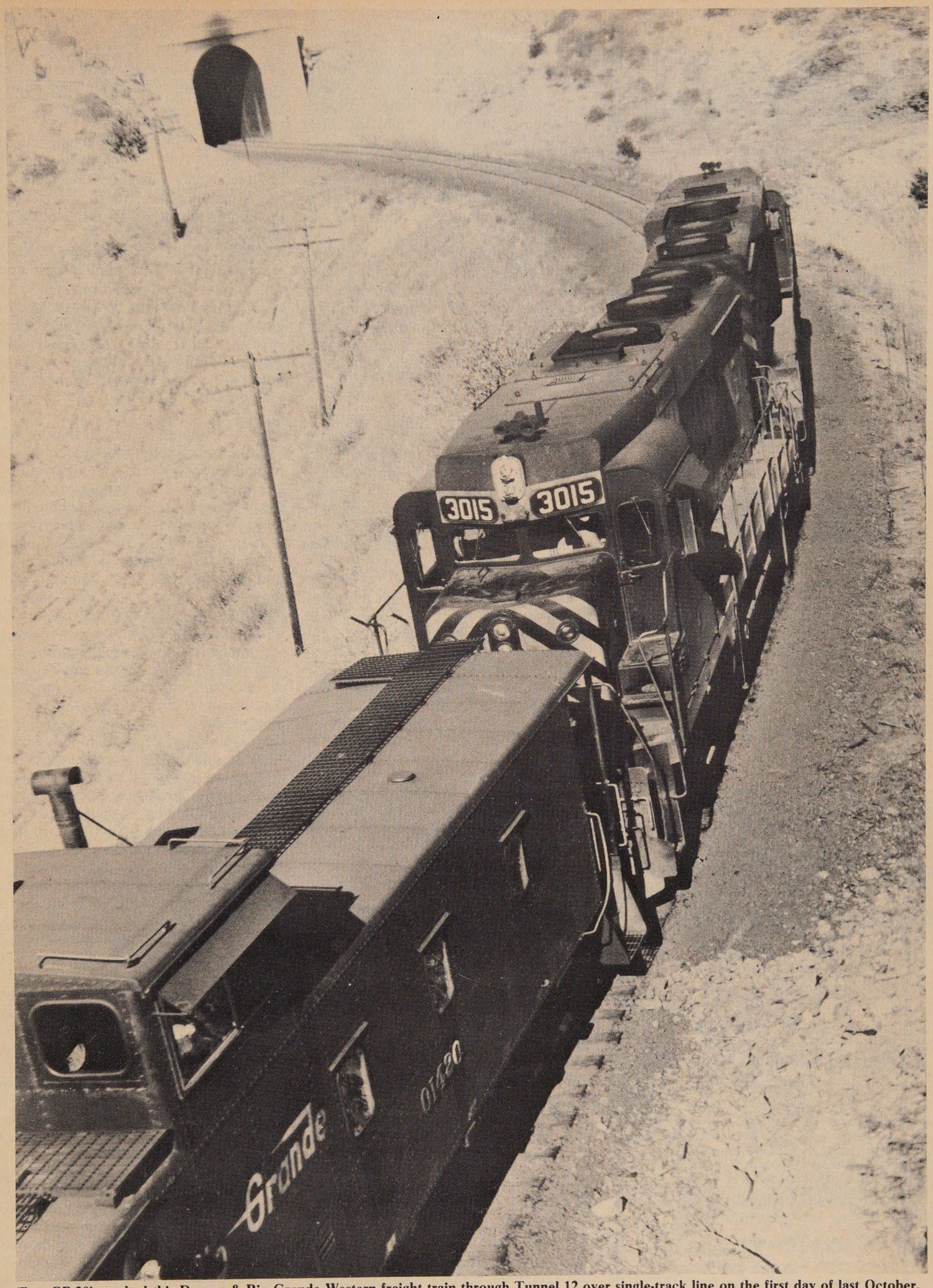
Known to his friends as "Jack," Mr. White has done much to improve the format and contents of the old R&LHS *Bulletin,* the name of which, at his suggestion, has been changed appropriately to *Railroad History.* First issue to bear the new title, No. 127 (Oct. '72), has 116 pages. Its front-cover picture, taken from an 1883 catalog of Kalamazoo Manufacturing Co., shows a man in a derby, presumably a maintenance-of-way official, riding a three-wheeled hand car.

127 features "Train Sheds Preserved in L&N Stations," by Carl W. Condit; "America's Oldest Railroad Shop: Mt. Clare," by Lawrence W. Sagle; "Richard Norris Locomotives in California," by Gerald M. Best; "Stewart's Journal: Railway Travel, 1869-'71," and "A History of the Railroad Hand Car," by Jack himself, plus other rail lore. All in all, considerable good reading matter with plenty of pictures. *Railroad History* goes to all R&LHS members free. Additional copies to members, $2 each; non-members, $3.

You are invited to join this 51-year-old organization. Annual member, $5; contributing member, $10; life member, $100. Contact the president, Howard F. Greene, 15 Angier Circle, Auburndale, Mass. 02166. ●

OVERSEAS. A news dispatch from Tokyo states: "Researchers for the Japan National Railways have concluded that sex can fight stress at rush hours. They recommend that male passengers get as close as possible to attractive female passengers in crowded commuter trains."

Rule G, which forbids American railroaders to drink liquor while on duty, apparently has no counterpart in the Soviet Union. The other day some Russian yardmen found a boxcar loaded with rum in the Vilnius yard in Lithuania. They broke into it, stole 108 bottles,



Two GP-30's pushed this Denver & Rio Grande Western freight train through Tunnel 12 over single-track line on the first day of last October.
Ray Kenley, 18539 W. 60th Ave., Golden, Colo. 80401

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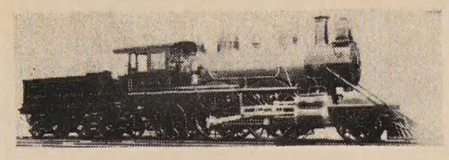

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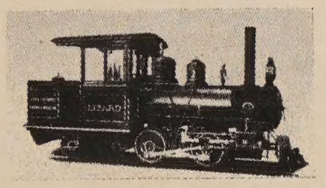

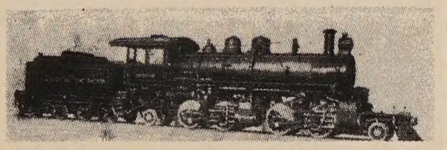

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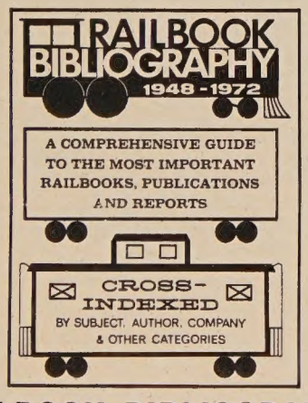
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and began guzzling. One man drank himself to death. *Pravda*, the Communist Party newspaper, says this incident reflected a serious lack in rules governing the transport of alcoholic beverages. Freight cars loaded with booze are often accompanied by guards from distilleries because railway workers can't be trusted, *Pravda* says, which doesn't always solve the problem. Workers order the guards to fill tea kettles with liquor for them. Should the guards refuse, other methods are used. Carloads of booze may be shunted to the back of the yard and kept there several days or a week. If this doesn't work, a car may be switched up an inclined sidetrack and released to crash at high speed into a standing train. Thirsty railway men, whether in Russia or elsewhere, find ways of getting around the equivalent of Rule G.

If the motorists had ridden trains, it wouldn't have happened. More than 50 motor vehicles piled up on a recent Sunday night on Britain's main superhighway, the M1, injuring 23 persons, three seriously. Several automobiles caught fire in the series of collisions on a wet stretch of road near the midlands town of Northampton.

A railway post office car at Mons, Belgium, went on a bomb alert after clerks came across a buzzing mail bag. They called in army disposal experts as soon as they heard the buzz. Experts took the bag to an isolated platform. They unwrapped every package until they found the source of the buzz: a bra-like, battery-operated bust developer!

Enthusiasts seeing off a honeymoon couple the other day got their paper streamers tangled in overhead power lines and delayed four of Japan's superexpress "bullet" trains.

Page Sherlock Holmes! Police are still looking for 48 silver bars worth about $100,000 disappeared from a locked and bolted Rotterdam-Paris freight train.

On a test run, French Railways' high-speed turbo-train topped 190 mph between Bordeaux and Morcenx, where the world railway speed record of 205 mph was set in 1955.

British Rail has taken down station posters which show girls in their panties advertising intercity express trains. Stitched on the panties was the slogan that express service "Makes the Going Easy."●

DESPITE the let-up of fighting in Vietnam, the U.S. Army still has countless millions of dollars worth of material on hand, all bought by taxpayers' dollars, including 13,000 pieces of railroad equipment with a replacement value exceeding $800 million. The latter is mostly 18 to 30 years old, none of it having been acquired since 1954, and while not in use is kept in "dry storage." This dehumidified storage keeps rust off the equipment and, as vitamin and mineral supplements do for the human body, retards signs of aging.

American railroads are changing, By 1975 much of this equipment will be "technically obsolete," according to the Army. Whether, or to what extent, the Pentagon will maintain this rail capability is not yet known.

Army materiel officials are studying the rail fleet to determine which items should be sold and which retained. Some of the equipment may be loaned to other Federal agencies or to local governments in time of emergency. This is one reason why the Army will probably be in the railroad business, however limited, for a long time.

YOUR photo of a small bucket, with a bail, about two quarts in size, reminds me that New York Central hostlers used such a bucket while releasing the pressure from an engine lubricator so that when the lubrication was nearly empty they could drain and refill it. Often I helped our engineer, McWilliams, to shut off and refill the lubricator while they were taking water. We shut the live-steam pressure line off and let the water plug out slowly. The bucket caught the remaining oil to keep it from spilling or being blown by the small amount of steam still within the lubricator. After pressure was off, we removed the top plug, replaced the bottom plug, refilled the lubricator, and put the top plug back. Then we opened the steam-pressure valve and got the lubricator back doing its job. Each engine carried such a bucket and lubricating oil. The hogger had to fill it if he had a long hard run or got in more than two or three hours overtime on a yard engine.

Changing the subject: One May day about 30 years ago my wife and I rode the *Morning Zephyr* from Chicago to the Twin Cities. I was amazed at its speed as well as the deep cuts through solid rock along the Mississippi River and I asked the conductor about the possibility of rock slides blocking the track. He said that in the event of a slide an electrical wire placed along the cuts would trip the block signal and stop the train. We could see the wire from our window. —C.C. Staley, 2702 Morton St., Anderson, Ind. 46014 (Penn Central Conductor) ●

PERSONALITIES. Otto Kuhler, the industrial designer who won international fame by designing streamlined steam locomotives, is disillusioned by modern railroading and now spends much of his time painting dramatic watercolor pictures of steam power. Years ago, oldtimers may recall, he painted a few *Rail-*

road Magazine covers. From his home at 625 Camino Rancheros, Santa Fe, N.M. 87501, six miles off the highway, he can see at a distance occasional AT&SF freights breezing by with half a dozen diesel units, some of them "slaves."

"Watching them makes me a little proud," he sighs, "but I would never think of painting one. I had a deep affection for railroads. Today I feel like a man who once loved a fine girl who has since become a tramp. My only revenge, if you can call it such, is to paint trains as they were in their days of glory."

One of the very few men who holds an honor badge indicating 70-year membership in the Brotherhood of Locomotive Engineers is K.E. Ormiston of Oneonta, N.Y. Born in 1880, he began railroading on the Fonda, Johnstown & Gloversville in New York State as an office clerk in 1896. Two years later he went firing for the Great Northern in North Dakota. Returning East in 1907, he became a Delaware & Hudson hogger at Oneonta, was on the D&H for 46 years, and retired in 1953. His last job was running a diesel yard goat at age 73.

Jerome Lislecki, critically injured in the Illinois Central-Gulf commuter train crash last October 30th, was still in a Chicago hospital, semi-conscious, when his mother gave him an 18th birthday party to cheer him up and restore his interest in life.

Luis Leon Torrealba, an occasional contributor to our *Transit Topics* section, has a rare copy of B.L. Gilbert's *Sketch Portfolio of Railroad Stations,* dated 1985, which he'd like to swap for an *Official Guide,* circa 1925. Address: P.O. Box 848, Mexico 1, D.F. (Mexico).

John A. Volpe is no longer in the Nixon Cabinet. The former Secretary of Transportation was succeeded in this post by oil tycoon Claude S. Brinegar and was made ambassador to Italy, thus being the first American of Italian descent to represent the U.S. in Rome. Prinegar was an executive of Union Oil Co. of California. His hobby is racing cars and he is a director of the International Speedway Corp at Daytona Beach, Florida. We hate to think what policy he favors with regard to Amtrak and railroading in general.

Emmett Kelly, Jr., is a circus clown like his father, who is one of the greatest. Junior used to work for the Chesapeake & Ohio as a brakeman and a switchman, but preferred braking because it gave him a chance to travel.

John W. Barriger, who resigned December 31st as chief executive officer of the Boston & Maine at age 73, is a boomer of sorts, having worked in high official capacities on several railroads. We know him most intimately while he was president of the Pittsburgh & Lake Erie. Members of our staff often breakfasted with him as guests at the Commodore Hotel, then a New York Central property, located near our office. He also made our "Railroad Hall of Fame," meaning the series of *Interesting Railfans.* John always finds something significant to do. Wonder what is occupying his talents now?

Pat Burke, 21, was awarded $1 million from the Milwaukee Road, in a court settlement of a personal injury damage suit. Pat had been working for the road near Waterville, Iowa, when a steel beam falling from a car crushed his spinal column. His suit blamed the company for negligence in not securing the beam before moving the car.

Even higher was $1.5 million which the Southern Pacific agreed to pay to switchman Larry Callis, 28, who lost both legs and an arm while working in the Yuma, Ariz., yards last July.

A former locomotive engineer, Norman Kirk, now Prime Minister of New Zealand, heads the Labor Government that was swept into victory by the biggest political swing in nearly 40 years.

As we go to press, Henry E. Bender, Jr., 6257 Solano Dr., San Jose, Calif. 95119, is spending a month in South America, his second trip there, riding and photographing railways. "It's a fascinating continent," he writes, "especially for steam fans. We hope to see the meter-gage Baldwin Mikes with Vanderbilt tenders in northern Chile, the 5½-foot-gage Moguls and 4-8-2's in southern Chile, and the meter-gage 2-10-2's and 4-8-2's and 1958 Hitachi Mikes in Bolivia." *(Ed. note:* When you get back, Henry, send us a brief account of your steam-chasing.)

ADDITIONS to our list of steam locomotive builders in the U.S. come from Alton A. Parsons, 2433 Hill St., Huntington Park, Calif. 90265, who comments: "I note that you didn't mention the many railroads which built engines in their own shops such as the Pennsylvania, Central Pacific (later Southern Pacific), Norfolk & Western, Chesapeake & Ohio, Baltimore & Ohio, Southern, etc., nor any builders of geared steam locos." Here are his additions:

Blackman Bros., Marysville, Wash. (1875-'82), 30 unusual logging engines.

Baker Iron Works, Los Angeles, Calif., built the *Providencia* and maybe others.

Crown Metal Products, Wyano, Pa., narrow-gage locomotives.

Climax Manufacturing Co., Corry, Pa. (1884-1930), 500 geared locos.

Delaware Locomotive & Machine Works, Wilmington, Delaware.

Glover Machine Works, Marietta, Ga. (?-1926), about 500 locos.

Heisler Locomotive Works, Erie, Pa. (1898-1941), 850 locos.

Fireless Boiler 6 whl. Switcher, 1923 56½" gauge, weight 125,000 lbs will be offered for sale on a sealed bid basis by Vincent A. Van Ness, Purchasing Agent, Public Service Electric and Gas Co., 80 Park Place, Newark, N.J. Those interested in receiving copies of that bid contact the above.

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Fulton Foundry, San Francisco, Calif.
Gillingham & Winans, Baltimore, Md. (1836-'38).
Lima Machine Works (1880), Lima, Ohio; later Lima Locomotive & Machine Works (1890), 2800 geared (Shay) engines (1880-1950).
Marshutz & Cantrell, San Francisco (1870).
Montour Iron & Steel Co., 1856-1874, Danville, Pa., built and sold from 35 to 80 locos, according to David I. Rees' book, *The Frosty Valley Railroad,* West Wind Publications, Ajo, Ariz. 1972.
Olmstead, Tenneys & Peck.
Ricks & Firth, San Francisco (1887)
Shepherd Iron Works.
Union Iron Works (H.J. Booth), San Francisco (1865-'82), 30 locos.
Van Cleave, McKeen & Dripps (1853-'58)
Young & Stoddard, San Francisco (1859)
Willamette Iron & Steel Works, Portland, Ore. (1922-'29), 35 Shays.
Rome Locomotive Works, Rome, N.Y. (New York Locomotive Works, 1880-'95, 700 Locos)

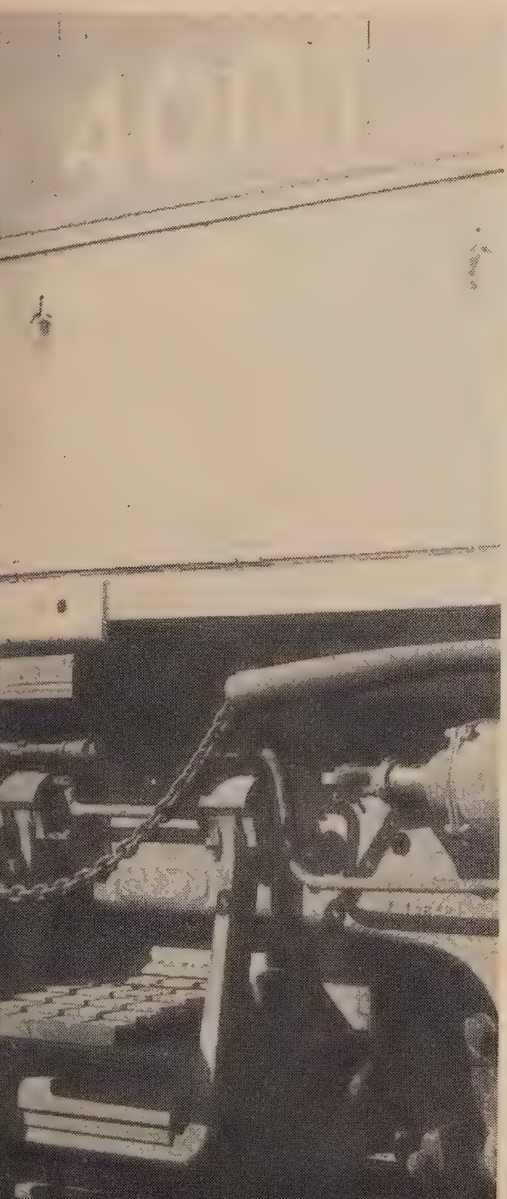
CONSTRUCTION should be started this next year by the New York-New Jersey Port Authority and the Metropolitan Transportation Authority on the long-awaited rail link to Kennedy Airport. The Authority, in a policy switch, agreed to a $650,000 million rail transit program. This program includes direct rail service to Pennsylvania Station, Manhattan, for riders of the Erie Lackawanna in northern New Jersey and Rockland County, N.Y., and an extension of the PA trans-Hudson PATH rail lines between Newark's Penn Station and Newark Airport and into Union County, N.J., to Plainfield.

Governors Rockefeller of New York and Cahill of New Jersey have promised to ask their legislatures to end 1962 laws that prohibit use of Port Authority bonds for money-losing mass transit purposes. It is anticipated that Federal transit and airport aid funds will be available to cover much of the cost of all the projects. The rest would be financed by PA funds, revenues from the projects, and from state funds if necessary. The Kennedy Airport rail link has been contemplated for some time, but PA stubbornly held out against the job, on the ground that covenants written into laws of both states in 1962 prevented it from undertaking further transit ventures.

Engineering designs call for reconstruction of the abandoned Long Island Rail Road spur from Ozone Park to Rego Park.

Maintenance crew worked on U-368 unit of Auto-Train at Sanford, Fla., last October 14th.
G.W. Gerhart, P.O. Box 245, Miami, Fla. 33138

It was a cold and snowy day last December 28th at Rochester Junction, N.Y., when this Lehigh Valley local with locomotive 123 stopped there.
Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506



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RailFair: 1973

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where it will join the LIRR main line to Manhattan. The LIRR spur also is to be extended into the airport grounds. A second spur will run from Forest Park to Jamaica along the LIRR's Atlantic branch, now used solely for freight. ●

BRITAIN'S one-day rail strike was provoked by a dispute about the APT (Advanced Passenger Train) which is being developed at the British Railways Board Research Centre at Derby. The main union involved is ASLEF (Associated Society of Locomotive Engineers and Firemen), whose members are unhappy for three reasons:

(1) In 1960 they had 80,000 members; now they have 29,000. One reason for this decline is that in agreement to wage boosts they went along with the streamlining of British Rail and much of the work force was cut down. They want this to stop and to safeguard their members against future redundancies.

(2) They believe every engineer should be paid more for driving any train that goes over 100 mph.

(3) They are unhappy with the cab design of the APT, which has room for only one man. Because of its speed (155 mph) they feel, for safety as well as job reasons, that it should be manned by two men.

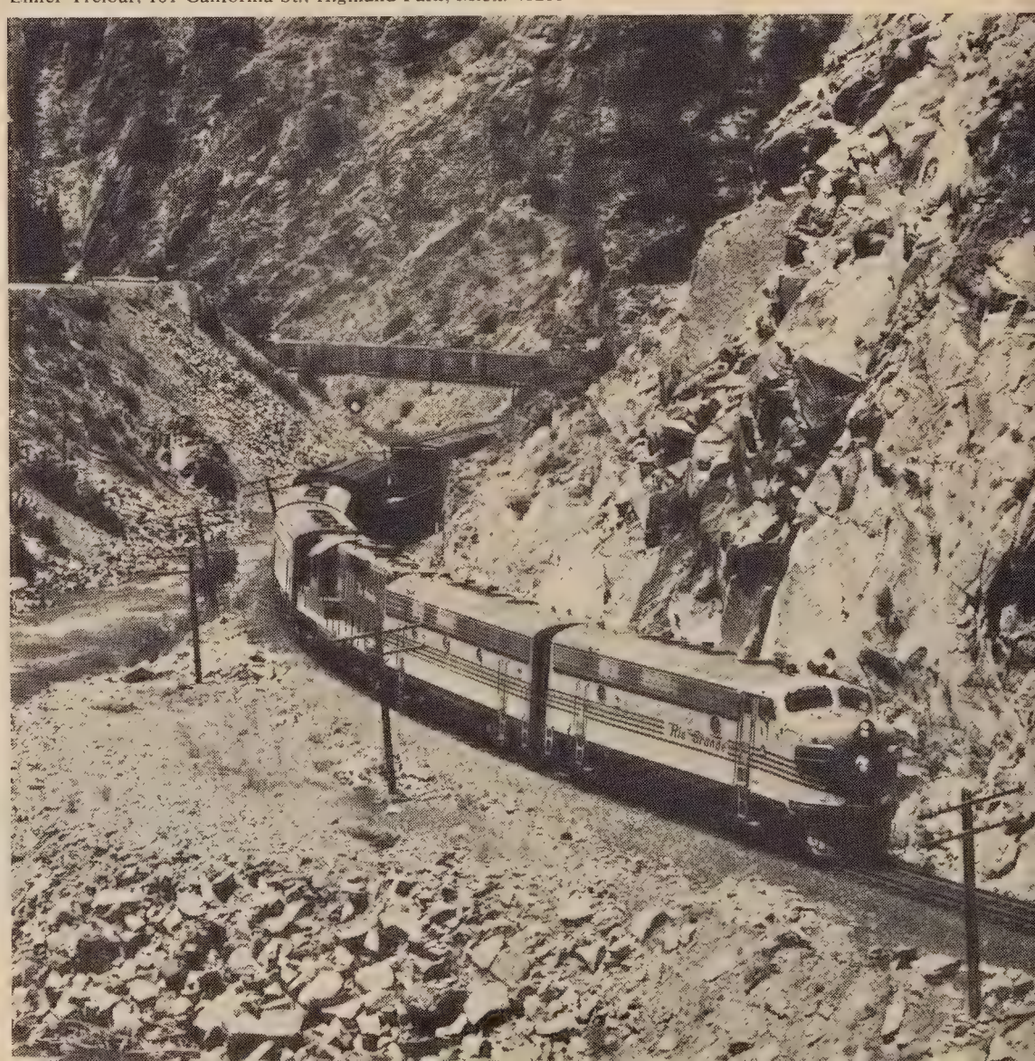
In the pay talks last year, BRB agreed to look into this, but there was only one meeting (shortly before the strike) and it didn't accomplish anything. ASLEF was angry and refused to move the APT until more meaningful talks were held. So British Railways decided to move it themselves. They used supervisory personnel, ex-loco drivers called traction inspectors, to move it a half-mile although BRB rules say that any unauthorized non-union personnel who move trains can be dismissed for doing so. And here BRB was sanctioning the breaking of its own rules.

So, on November 23rd they called a one-day strike over this. The largest British rail union, the NUR (National Union of Railwaymen) was not involved; but you can't move trains without drivers, so they stayed out, too. Result was a helluva mess, with no commuter trains, etc., thousands staying at home, and the roads and buses jammed. London Transport was not involved in the strike, so the underground ran as normal.—Al Herskovits, 3 Belsize Square, London, NW3, 4HT, England. ●

BEING a veteran railroad employee, I am concerned about the cruelly accusative "suspension without pay" of the three trainmen involved in the Illinois Central Tragedy last November. The only way this crew could have possibly averted the disastrous collision was to have ignored the passengers who wished to detrain at 27th Street.

The crash was unavoidable—even if the first train had not overshot the platform. Had it stopped, discharged, and

Eastbound D&RGW freight in Byers Canyon west of Hot Sulphur Springs, Colo., June 26, '62.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203



British passenger train was snowbound three days near Glenwhilly, Scotland, in March '47.

picked up passengers in a routine manner, it might have just barely begun to move forward when the collision occured.

The crews are not responsible for the daredeviltry of running high-speed "specials" on the same track with the much slower stop-and-go "locals" and the split-second timing between trains as they approach downtown Chicago. They are not responsible for the kind of "justice" that practically compels them to ignore safety rules when compliance therewith interferes with train schedules.

Unfortunately, too few railroads, if any, use safety rules for the benefit of passengers or employes. Instead, they are used to "fix the blame" for accidents, or to evade company responsibility in the death or injury of employes working under dangerous conditions.—William Anderson, Tinley Park, Illinois 60477.

SIX DAYS a week, writes Bob Barr, John Knaus is a solid family man. But every Sunday, he steals away from Honolulu to a quiet valley on the leeward shore of the Hawaiian island to visit his other love. Sometimes his wife comes along. He isn't alone. At least six other men come each week to console and rehabilitate an ancient lady from Hawaii's past.

"I just couldn't let her die," John said, motioning toward a partly dismantled steam locomotive at one end of a Navy enginehouse. Two years have passed since Knaus—who didn't know the first thing about locomotive repair—gallantly intervened to spare No. 6 the agonies of the scrapyard.

Now the aged 23-ton locomotive enjoys more attention than she did in 34 years of toil in the sugar cane fields. The air hums with the rasping of machinery and the good-natured joking of the volunteers, punctuated by an occasional expletive as a cantankerous part resists the best efforts of the weekend mechanics.

"Every piece of sheet metal on the thing was rusted out, Knaus said, but improvements are evident. A new water tank proudly straddles the boiler, and a new cab has replaced the battered original. Fresh paint gleams in the shafts of sunlight which intrude into the shelter.

Less obvious, but more important, there are 66 new flues inside her boiler—the work of young Dave Griner and wife Nancy. The engine was fired up recently, and ran very well. But the old oilburner had a surprise for the unwary bystander. As steam chuffed through the stack for the first time in two decades, it dislodged an accumulation of dirt and rocks.

"It blew about 40 gallons of hot mud out of the stack and all over everyone in the vicinity," Knaus explained.

The group is now negotiating with the Navy to operate the engine on four miles of track between the Navy ammunition dump at Lualualei and Kahe Point Beach Park.

"She still belongs to Waialua Sugar Co." Knaus said, "but I have a handshake agreement that we can operate her as long as we paint her green and have the words 'Waialua Agricultural Co.' on the tank."

ON EVERY TRIP westward out of Kansas City, Dwight Pennington, a newspaper writer, mentally contrasts the ease and speed of such a journey today with the toil and suffering of the pioneers on the prairies and in the mountains. The other day these thoughts came to a focus as he stood at the Golden Spike National Historic Site and gazed at the spot where railroads from east and west met on May 10, 1869.

The village of Promontory, Utah, where the rails joined, has vanished. Union Pacific took up the last tracks in 1942. The Southern Pacific, which had absorbed the original builder, the Central Pacific, abandoned the area much earlier.

Today, at the desolate scene, you see two short, symbolic lengths of track and two symbolic engines beside the visitor center of the National Park Service. The engines are made-for-Hollywood replicas of the CP's *Jupiter* and the UP's No. 119, lent to the park service by Paramount Studios.

The spot is in a flat expanse of sagebrush and sand, part of the desert area covered in prehistoric times by North America's largest lake, Lake Bonneville. Promontory is a few miles from the north end of the Great Salt Lake, a remnant of old Bonneville.

At the Golden Spike site you can follow a one-way gravel road on a self-guided tour to see some of the cuts, fills, and abandoned roadbed. A natural stone arch on this route has been named the Chinese Arch, in tribute to the thousands of Chinese laborers who did most of the work on the Central Pacific line.

The Chinese faced their most rigorous test in the Sierra Nevada Mountains, where they dug 15 tunnels through a total of more than a mile of solid granite. Many died in snowslides and other accidents and usually were buried unceremoniously in the railroad fills nearby.

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PHOTOGRAPHS OF THE MONTH

Unit 561, class E-7, was wrecked at Tampa, Fla., on Seaboard Coast Line *Champion,* southbound in Dec. '71. Wreckage was still there eight months later when Becky Ireland of Ft. Myers, Fla., adjusted her camera just before she took a photograph of this dismal scene.

William T. Morgan, AN, Box 26, Fleet Weather Facility, FPO New York 09571

61

Photographs from Long Island Metro Lines

Caught in the act! A resourceful camera man snapped these three "hippies" as they lay in wait for a Long Island Rail Road passenger train and threw rocks at it. Helicopter patrols are being used to guard against such depredations.

Back in 1940, when rail passenger service was still popular, Texas & Pacific train 24 regularly pulled into the depot at Brinkie, Louisiana.

Photograph by Ed Robinson, Shreveport, La.

The now-deserted depot at Cornwall Bridge, Connecticut, used to be a stopping point on the line between Danbury and Pittsfield, Mass. This picture was sent to us as a Yuletide card.

Bob Gayer, 37-33 College Point Blvd., 30-A, Flushing, N.Y. 11354

A lazy September day in 1972 at Folcroft, Pa. The building shown at the left is a station, and the train passing it is a Penn Central freight.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

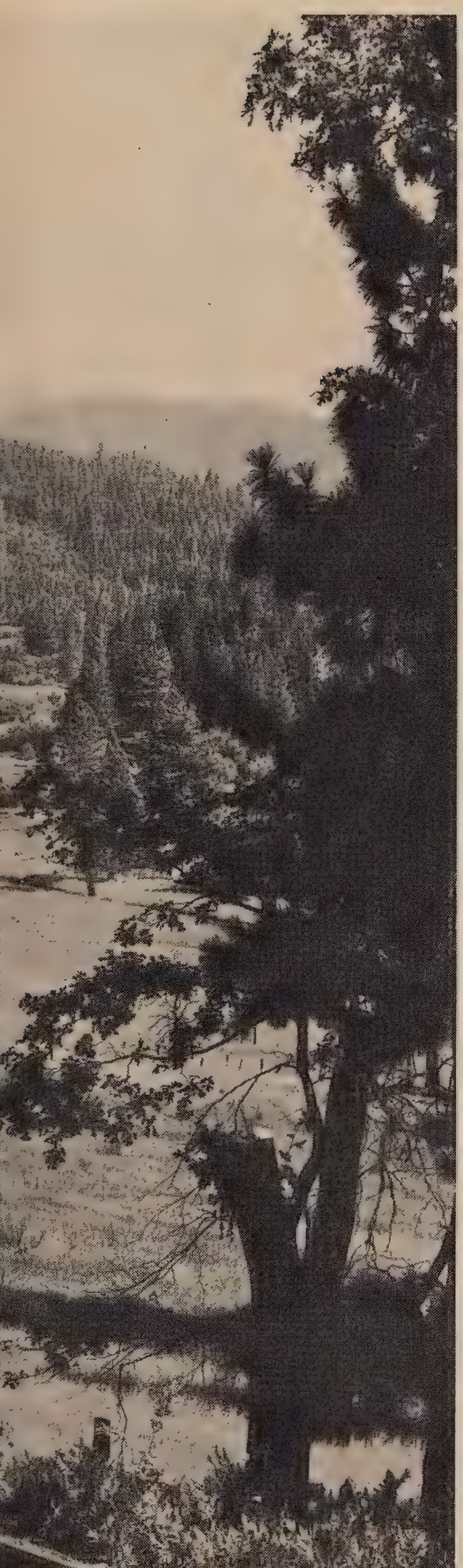
Photograph by William T. Morgan

On a fine November day in 1966, six steam-festooned engines of the New Zealand Government Railways were lined up outside the roundhouse in Christchurch, N.Z. From left to right we see class Ab 4-6-2 No. 740, Ab 4-6-2 699, Ja 4-8-2 1266, Ab 4-6-2 820, Ja 4-8-2 1244, and Ja 4-8-2 1267.

Dwarfed by a bulky wooden car, GE 44-ton engine No. 3 on the Quincy Railroad climbs out of the green, fertile valley that nestles around the town of Quincy, California, on its way to a meet with a Western Pacific freight.

Photograph by Henry W. Brueckman

Reading T-1's 2107 and 2113 ready for work on March 31, 1955, at Gordon, Pa. Ten more were in service elsewhere at that time.
Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa. 19131



March 14, '56: westbound Canadian Pacific train runs extra at Poplar Point, Manitoba.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Two Alco-GE road switchers on the Norfolk, Franklin & Danville seven years ago. First one retained its old Atlantic & Danville name while the second unit had the newer NFD letters on its cab. At left is Southern Railway depot, Danville, Virginia.
Curt Tillotson, Jr., College St., Oxford, N.C. 27565

Sierra No. 3, switching at Jamestown, Calif., makes up Crocker birthday special in '71. Charles Williams, 196 Casa, San Luis Obispo, Calif. 93401

Two ways of fighting the snow. (Left) After the line is opened from Waterloo, Iowa, to Glenville, Minn., IC tonnage moves over joint RI-C&NW to Albert Lee, Minn. (Right) New-type Railway Maintenance Corp. Typhoon snow-blower on a Chicago terminal carrier.

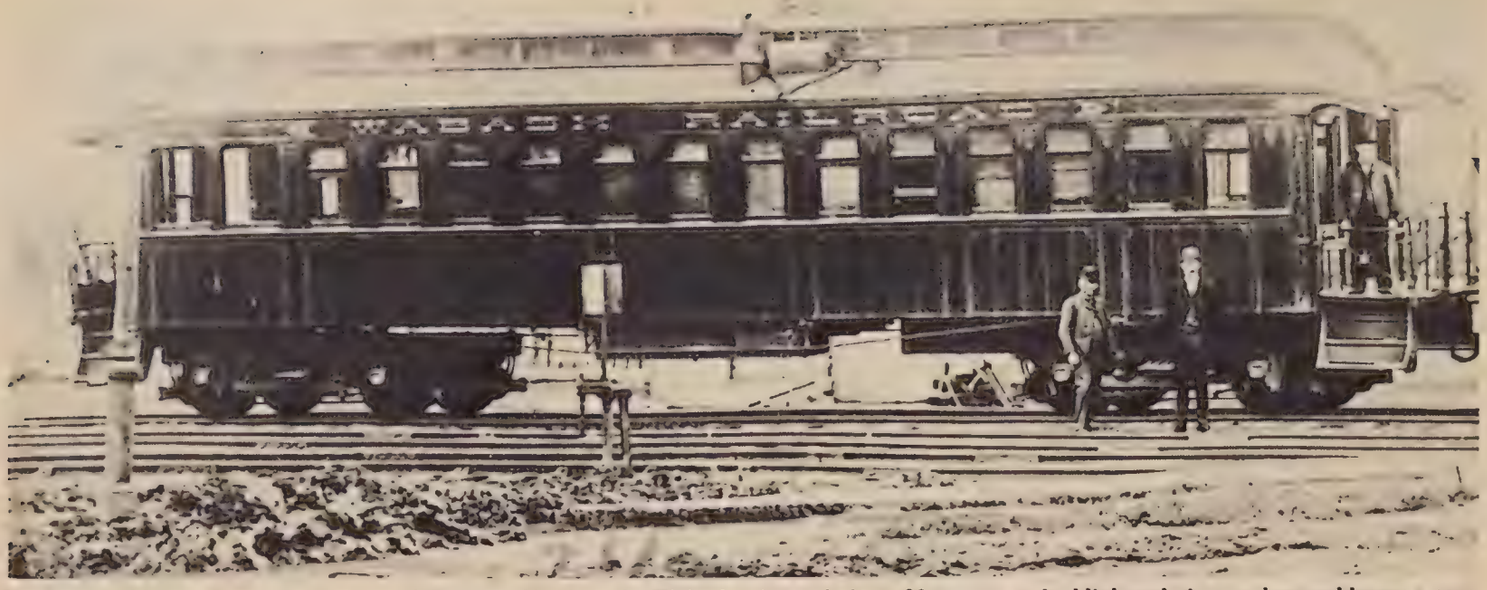
Don. L. Hofsomme, 215 Fredrick Dr., Albert Lee, Minn.

Three Union Pacific diesel units haul mini-bridge container train across the Nevada desert eastbound from Long Beach.

Union Pacific Railroad

Tracy Kidd inspects two Louisiana & North West F-7 diesels in her hometown of Gibsland, La.

William T. Morgan, AN, Box 26, Fleet Weather Facility, FPO, New York 09571



How many oldtimers remember pay-cars? This car, No. 1 on the Wabash, pictured about 80 years ago, had link-and-pin couplers and began a tour of the road on the first of each month, wheeled by 4-4-0 engine No. 410 and stopping along the way to pay employes, usually in gold and silver.
Collection of Walter B. Redman, 8906 Piedmont Ave., Detroit, Mich. 48228

Shadows of night (Halloween, Oct. 31, 1972) have fallen on the old French Quarter of New Orleans as car 965 rolls down St. Charles Street. (The first time your editor visited this spot was in 1946 as personal guest of I.B. Tigrett, late president of Gulf,Mobile & Ohio Railway.)
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Lashed by falling snow in January 1969, Penn Central "E" unit, with a consist bound for New York City, waits for green board at Albany-Renssalaer, N.Y. Back at the depot there is much action. The southbound *Laurentian* has just pulled in, and soon the Boston train will be departing for Chatham and Pittsfield and other eastern points.
James B. Armstrong, 315 W. 106th St., New York, N.Y. 10025

Union Pacific 3997 in the yard at Cheyenne, Wyoming, in August 1957. No. 4019 at left.

Bob Trennert, 944 E. Johnson St., Philadelphia, Pa. 19138

The old steam locomotive belongs to an Illinois railfan operation known as the Monticello & Sangamon Railway, while the young lady smiling in from the cab window is the wife of the photographer.

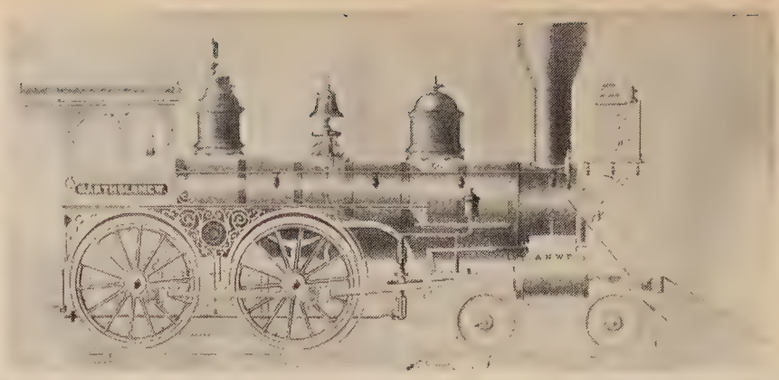
Don Heimnurger, Box 666, Tolono, Ill. 61880

Clare Privee, a Canadian Pacific car-accounting employee, stands in the vestibule of the *Fraser Manor,* a CP sleeper at Windsor Station, Montreal.

C.M.H. Wilmoth, Box 1419, Montreal 114, Canada

CHICAGO LOCOMOTIVE BUILDERS

by John H. White Jr.



Bartholomew was built at Chicago & North Western Ry. Chicago shops in '64.
The Smithsonian

CHICAGO, railroad capital of America, the home of Pullman and other railway supply companies, would appear to have been a logical center for locomotive manutacture. For sixty years, a sustained effort was made to establish locomotive plants in that area. Of the half-dozen projections only two went into production. The others remained paper fantasies, the vivid but unrealized dreams of zealous promoters. Ironically, the westward shift of the industry did not occur until the close of the age of steam. Today the undisputed center of locomotive construction in America is Electro-Motive's plant just west of Chicago.

Hiram H. Scoville (1795-1879) made the earliest attempt at locomotive building in Chicago. A native of Connecticut, he went to Chicago in 1837 to follow the machinist trade. By the early 1840's he had saved enough to open a blacksmith shop in partnership with his son-in-law, Philetus W. Gates. The business prospered and was soon enlarged as a foundry and machine shop.

In 1848 Scoville sold out and, with his sons, formed an independent business. A second-hand frame building was purchased and moved to the site of the new works at Canal and Adams streets on the south branch of the Chicago River. From this humble beginning the business grew with the local demand for stationary steam engines, shafting, gears, and castings. A substantial brick plant was erected there.

The firm's capacity and versatility were soon tested by a contract for freight and passenger cars with the pioneer Galena & Chicago Union Railway, then building its first section of line out of the city. Sample cars imported by lake steamships provided the Scovilles with a pattern. Not content to merely copy, the senior partner later patented his own design for cast-iron car wheels. As the Galena road pushed westward and other lines entered Chicago, the Scovilles expanded the railroad car and wheel business. Their lot was soon a jumble of new shop additions.

In the fall of 1852 they began preparing to build locomotives. The Midwest rail network was then rapidly growing. Several railroads were operating out of Chicago, and thus prospects for a large local market were good. Yet all locomotive orders were going to the established eastern shops. Since cars could be built profitably in Chicago, the Scovilles reasoned why not locomotives also? Cincinnati, Cleveland, and Nashville had already begun to build locomotives, so Chicago should enter the field as well.

The partners' interest in this market was fanned by the special enthusiasm of one of the sons, William H. Scoville (1824-'84), who had reportedly once worked at the Norris Locomotive Works in Philadelphia. William wanted to build in the family shop an engine to out-perform the excellent locomotives produced at Schenectady by Walter McQueen. Western roads in particular liked those machines, but William considered the Norris design superior. Apparently this conviction was shared by few other designers,

Hiram H. Scoville

who were abandoning most of the Norris features, especially the dome or Bury boiler so favored by the Philadelphia builder.

The Scovilles' first locomotive, appropriately named *Enterprise,* was not completed until early October of 1853. On Saturday morning, the 15th, she pulled a special excursion train with 60 or 70 guests to Geneva. The thirty-mile trip was made in just forty minutes, with bursts of speed up to 60 mph. A champagne luncheon followed, at which one optimistic speaker predicted the Scovilles would die millionaires.

The *Daily Tribune* stated that the *Enterprise's* performance "was a complete triumph to her makers." William Scoville modestly responded that she was not perfect but that improvement would come. He asked for the support of western railroad men and capitalists in establishing a local locomotive factory. His request was soon answered. Prominent business leaders met at the Board of Trade to organize the Chicago Locomotive Works.

The Scovilles had proven their capabilities, the market apparently was without a limit, and the new stock company meant to capitalize on this happy combination. The new firm would entirely take over the operation of the Scoville Works, retaining William Scoville as superintendent. William H. Brown (1795-1867) was named president. Brown, who had come to Chicago in 1835, rose quickly from a bank cashier to a place of prominence in Chicago financial and social circles. As a founder, director, and vice president of the Galena & Chicago Union Railway, he was in an excellent position to benefit the locomotive firm. Two other stockholders in the venture, Thomas Dyer and John P. Chapin, also were directors of local railroads.

Capital stock was set at $150,000, but only $65,000 was subscribed, nearly all of it paid in by the Scovilles. The firm was thus badly undercapitalized; and in a business where long, generous credits

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from Chicago Almanac and Advertiser, 1885.

were the rule ample cash was a necessity. During the period railroads paid for locomotives in securities and regularly expected credits of up to two years. Little money was put down. The builder was expected to carry the financing—those with good banking connections managed nicely, except of course during panics. Eastern locomotive builders, particularly those near the financial capitals of New York, Philadelphia, and Boston, did well under this system, but those in the West failed. Orders went to firms offering the easiest terms.

Despite this handicap, the Chicago Locomotive Works hoped that more capital would be forthcoming as production continued. Fifty men were employed, but this would be increased to 200; an annual output of 24 locomotives was prophesied. Several orders had been received; prospects were good. The second locomotive, the *Falcon,* left the works in February, 1854. While the same size as the *Enterprise,* she was fitted with a wagon top rather than a dome boiler. Great things were expected of the *Falcon,* but she compared poorly with other power on the Galena road.

This road bought the first five Scoville locomotives, and a spirit of emulation seized the men working on the engines to compete successfully with the McQueens already in service. The *Falcon* was assigned to engineer Robert Hoffman, a personal friend of the builders and noted among railroad men as a noisy, pretentious, whoop-her-up type. Hoffman guaranteed to hustle the engine into the front rank on the first fair trial.

When the eventful day arrived, the *Falcon,* with sixteen passenger cars, pulled out in the midst of an ovation given by friends of the builder and admirers of Hoffman. Hoffman was noted for overweighting the safety valves, and it was understood that on this occasion he carried over 200 pounds of steam to the square inch. Before he was done competing, the crownsheet was bagged between the stay-bolts through excessive pressure. On this occasion, however, carrying recklessly high pressure did not avail, for he lost two hours in the run of 120 miles to Freeport.

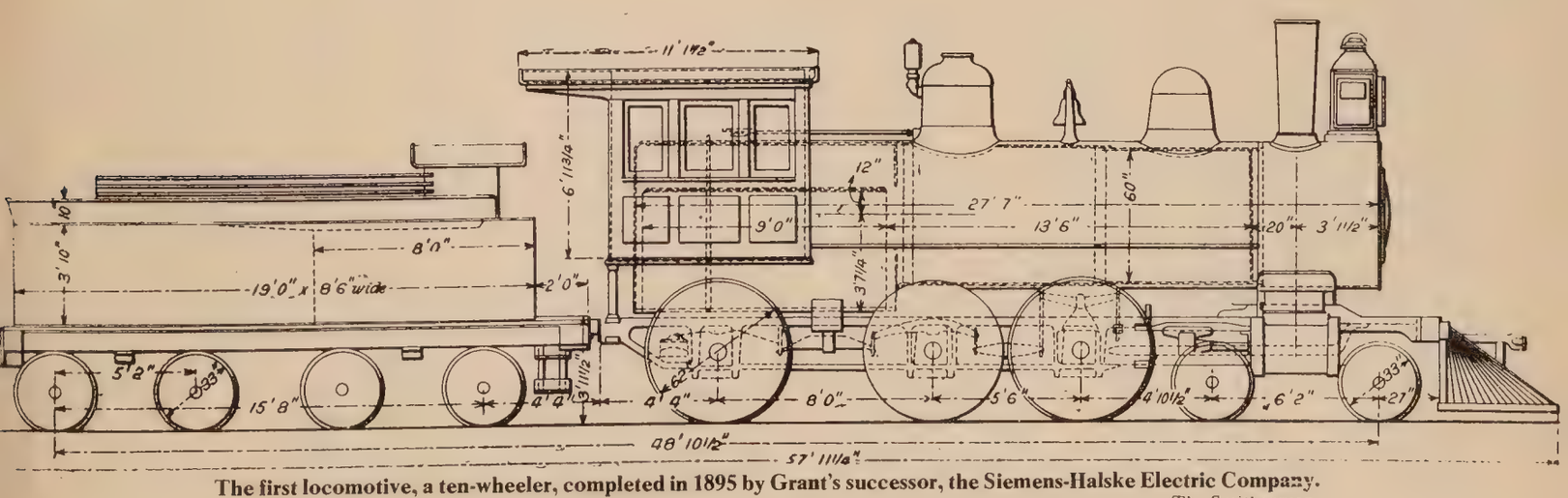
Next day a McQueen engine of the same size as the *Falcon,* coupled onto the same train but consisting this day of seventeen passenger cars, departed 35 minutes later with Thomas Burgess engineer. This train ran to Freeport, making all stops, and reached the end of the trip five minutes ahead of time. The *Falcon* was beaten, and Chicago's locomotive enterprise received a blow from which it never recovered.

All of Hoffman's energy and schemes failed to make the engine a success. She was tried on various kinds of service, but failed to come nearly up to the performance of other engines of her class. Locomotives subsequently built by the same firm worked about as well and as economically as the McQueens, but the *Falcon* was worthless.

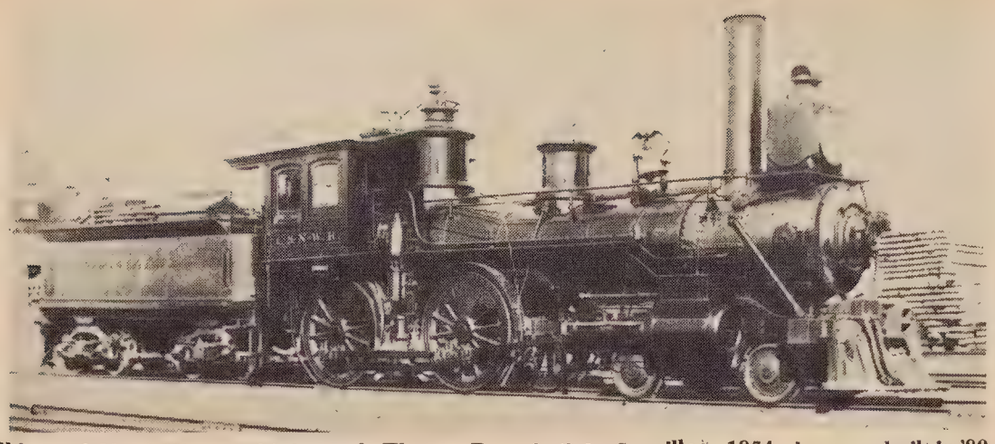
The belief which still lingers among many railroad men that a group of engines may be built from the same template and that one may turn out much better or much worse than the others was very strong in these days. Most engineers and other mechanical men on the Galena road agreed that the trouble with the *Falcon* was some species of incomprehensible but incurable perversity.

But this opinion was not shared by William Wilson, gang boss in the Galena road shops at Chicago, who later became superintendent of machinery on the Chicago & Alton. One day when the engine was in for repairs he gave her a thorough investigation. He went over the valve motion and found that to be in about the same condition as the other engines' valve motion. Then he took the dome cap off and examined the throttle. Nothing obstructed the admission of steam into the dry pipe. The steam passages between the steam chest and cylinders were next subjected to searching scrutiny. Nothing there prevented steam from passing through freely.

The case looked puzzling, but Wilson had infinite faith in steam acting the same part in that engine as it did in others, if permitted to reach the cylinders;



The first locomotive, a ten-wheeler, completed in 1895 by Grant's successor, the Siemens-Halske Electric Company.
The Smithsonian



Chicago & North Western 34, formerly Thomas Dyer, built by Scoville in 1854, shown rebuilt in '80.
A.W. Johnson, 5843 W. Huron Street, Chicago 44, Ill.

so he determined to follow the passages back to the throttle valve. Taking down the steam pipes, he found they were in about the same condition as those of other locomotives. Then he got up to the branch pipe with the intention of feeling inside the dry pipe, but found an obstruction there. The branch pipe was taken down. Wilson discovered that a centering plate, fastened to the dry pipe when the joint was being turned, had not been removed. All the openings left for steam to pass through were two 7/8-inch holes in the plate. When the plate was removed, the *Falcon* proved as good an engine as any of her contemporaries on the road.

The *Falcon* apparently did good service until the 1880's.

Nine more engines left the Scovilles' shop during the next year or two, all but two for the Galena & Chicago Union. The other trunk roads operating out of Chicago would have none of them. Illinois Central's position could be explained by the fact that one of its directors, Morris Ketchum, was a partner in the Rogers Locomotive Works at Paterson, N.J., which supplied nearly all of the road's locomotives. No obvious reason can be given for the other Chicago lines, but the limited credit of the Scovilles and the 1854 money crisis help to make it clear why orders went elsewhere. By 1856 the works closed. During the previous year one of the original stockholders, E.H. Hadduck, bought the Scovilles' shares and sold the property to the Pittsburgh, Fort Wayne & Chicago Railroad for a yard and terminal. The site is where the present-day Union Station stands.

Summing up, the G&CU bought a total of nine engines from the Chicago Locomotive Works. These were: the *Enterprise,* built Oct. 1853; the *Falcon,* Feb. 1854; the *Kansas,* April, 1854, renamed *W.S. Page* by the C&NW; the *W.H. Brown,* June, 1854, renamed *W.H. Ferry* by the C&NW; the *Thomas Dyer,* July, 1854; the *Como,* April, 1855 and the *Fox River,* 1856. Each one weighed 25 tons and had 15x22-inch cylinders. Each had 66-inch drivers except the *W.H. Brown* and the *Thos Dyer,* both 60 inches.

The Chicago Locomotive works built only two other engines, the *Garden City* and the *Stranger,* both in 1854 for the Central Military Tract Railroad. Each weighed 26 tons, had 15x22-inch cylinders and 60-inch drivers and was sold to the CB&Q in about 1858.

While the 1857 *Railroad Advocate* mourned that "The Chicago shop is history only," the products of that enterprise remained in service for another 25 years. At least one, the *Thomas Dyer,* although heavily rebuilt, ran until 1899. After the failure of the locomotive venture, Hiram Scoville's sons scattered, seeking new employment. Hiram, Jr., went to Denver for several years, but returned to Chicago to organize the second Scoville Iron Works. This firm prospered, making its owner wealthy. William abandoned not only locomotive design but the machinist trade entirely and moved to California to start a soap and candle business. He, too, returned to Chicago in about 1870 and did well in his new trade, but his life ended tragically when he fell into a vat of boiling soap.

For many years no other attempt was made to set up a new commercial locomotive shop in Chicago, although one or two local railroad repair shops engaged in new construction. Some very fine machines were built at the Chicago & North Western shops by George W. Cushing (1833-1906) as early as 1863. The following year Cushing built a splendid passenger locomotive, the *Bartholomew,* which continued in service for 35 years.

The only known effort that approached commercial production during these years was a small, rudely-made engine named the *Logan,* built in 1866 by Barneum, Richardson & Co. of Chicago, which was known primarily as a car-wheel foundry. The *Logan* was presumably not a production machine but rather a light, primitive switcher built for the firm's own use. It may also—as suggested by the antique 4-2-0 wheel arrangement and wooden frame—have been an old engine rebuilt by that firm.

By the 1870's the rapidly expanding western railway network, with its heavy requirement for rolling stocks prompted several efforts to establish a locomotive works near this new market. The industry was concentrated in the Northeast, with Philadelphia, Schenectady, and Paterson as its center. The old arguments made by the Scovilles were repeated—a western shop could and should apply the needs of local lines. So in August, 1872, a South Chicago Locomotive Works was organized. The plant was to be at the Calumet River's mouth, 12 miles south of the city center, where good rail and water connections were available. But that was a paper dream. The financial panic of 1873 ended talk of a new locomotive shop for many years.

Panic stagnated the nation's economy until the end of the decade. Recovery was not in full swing until 1880. Locomotive orders mushroomed and deliveries were slow, with many shops working double shifts. The time seemed ripe for opening a new plant in Chicago. Late in 1881 the Garfield Locomotive Works was organized to build a shop adjacent to the mighty Pullman car plant.

The town of Pullman was rapidly becoming an important industrial annex to Chicago. In addition to the car plant were a foundry, paint works, and the Allen Paper Car Wheel Company. It seemed a natural location for a locomotive shop. The principal investor in the latter was Charles Howard, a Boston capitalist. J.T. McAuley, D.K. Tripp, and other local business men also subscribed to the one million dollar stock issue. The plant was to have six main buildings with a capacity of three locomotives a week. Its main shop was to be 50 by 274 feet. The July 15, 1882, *Railway Review* reported the foundations were underway and all would be ready "before the snow flies." A month later the same paper stated the buildings were half under roof. And then no more reports. For some unexplained reason the Garfield Locomotive Works expired.

The next effort to start a local plant began with great promise. Grant Loco-

motive Works of Paterson, N.J., decided to move its operations to Chicago in 1889. Here was an established firm of good reputation which had built nearly 1800 locomotives and was directed by experienced managers. Grant could trace its history back to William Swinburne of Paterson, who built his first locomotive in 1848. Three years later the firm was reorganized as the New Jersey Locomotive & Machine Company. Under the tutelage of such prominent locomotive designers as John Brandt, Zehra Colburn, and Hippolyte Uhry, the firm enjoyed a prosperous business for many years.

In about 1864 a New York financier, Oliver D.F. Grant and his sons, D. Beach and R. Suydam, gained control of the firm and renamed it for themselves. Severely shaken by the 1873 panic, the business went into receivership. Recovery was never complete, and the Grants again faced hostile creditors in courts during the 1880's. A serious fire in September, 1887, which closed the plant for over three months, further depressed its prospects. The plant was rebuilt, but on a site too cramped for easy construction of the heavier engines then coming into fashion. The shop was obsolete and the rail connection for shipment of locomotives was poor.

For these reasons, consideration was given to erecting an entirely new plant. Possibly a different location would revive the firm's declining fortunes. R.S. Grant, who became proprietor on his brother's death in June, 1888, decided on Chicago, where an open site suitable for a modern shop and with unlimited opportunity for expansion was available. The original plan even envisioned an industrial city similar to Pullman, Illinois. A large tract of land near Cicero was purchased, sixty acres being set aside for the locomotive works. An incorporation was approved by the State of Illinois in December, 1889, with Edward T. Jeffery, former general superintendent of the Illinois Central, as president.

Plans for the new shop were ready in the spring of 1891, but it did not open until June, 1892. Fourteen brick buildings with a total floor space of 200,000 square feet and the best tools available—little equipment was brought from Paterson—made it one of the nation's most modern locomotive construction shops. It had a yearly capacity of 250 engines and, when fully engaged, could employ 1200 to 1500 men. In addition to new construction, Grant expected a large repair business. The first contract was for repairs on two locomotives of the Alley Elevated. Similar jobs were in hand for the Chicago Western Indiana Belt and the Baltimore & Ohio railroads.

A view of Grant's Chicago locomotive plant taken from Poor's Manual of Railroads, 1892.

The first new locomotive, a small four-wheel switcher, was completed early in 1893 for the Chicago, Milwaukee & St. Paul. Other orders were in hand. The Chicago, Burlington & Quincy ordered 55 locomotives.

From a bright beginning the future quickly soured. The firm invested heavily in materials needed for the Burlington's order, but a strike developed over a piecework system. Production stopped for months while the creditors pressed for payment on the materials. Twenty-two locomotives were under construction, and some were nearly finished, but none were delivered. Hence the company had no income. On June 6th it was declared bankrupt.

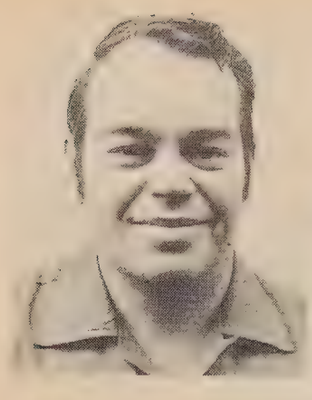
The 1893 financial panic ended any hopes of recovery. The Grant enterprise was abandoned and the plant put up for sale. It stood idle for over a year until it was leased by the Chicago branch of a German electrical company, Siemens-Halske. The new owners set to work to complete a dozen or more ten-wheel locomotives started by Grant. The first was finished in August 1895. The others were completed in 1896 or 1897 and eventually sold to the Kansas City Southern Railway. But in 1899 Siemens-Halske put the plant up for sale, leaving the field.

As far back as 1846 Matthias W. Baldwin admitted a plan to build a western plant if the demand "from that quarter shall justify such an undertaking." The Philadelphia firm cannot be accused of hasty action; the idea was to lie dormant for another sixty years. Early in 1912 Baldwin announced the purchase of land in Calumet, Indiana, intending to build a gigantic plant to employ 5000 men and eventually produce thirty locomotives a week.

Always eager to match its rival, the American Locomotive Company acquired a site in Gary at the same time. Both firms eventually thought better of the idea, however, and neither opened plants in the Chicago area.

Not until modern times did Chicago achieve its ambition as a center for locomotive production. In 1936 the Electro-Motive Division of General Motors opened its main plant at La Grange, Illinois, a few miles west of Chicago. The revolutionary overthrow of the steam locomotive that followed World War II was perhaps anticipated by a few specialists. But in general it was a surprise to the railroad supply establishment. The traditional firms responded too slowly and the orders dramatically shifted to the upstart works at La Grange. ●

(Adapted from Railway & Locomotive Historical Society Bulletin No. 122.)



INTERESTING RAILFANS
No. 123

DAVID H. HAMLEY

by FREEMAN HUBBARD

THE TIME and money that David H. Hamley put into model railroading for many years he now regards as "essentially wasted." Yes, he had fun with model trains. He wishes, though, that he had gone out instead for photographing late steam and early diesels. Born in Pittsburgh, Pa., on November 4, 1940. At age 23 Dave lost all interest in models, sold his equipment, and began devoting himself seriously to prototypes, especially old diesels and gasoline locos on short lines and industrial roads.

His boyhood home at Aspinwall, Pa., was a junction town where the low-grade freight line on the Pennsy's Conemaugh Division met the Brilliant cutoff and there he saw plenty of action. The Hamley family tree had no railroaders; but Dave's father, since retired, was a crane man employed by the American Bridge Division of U.S. Steel and he often took the lad down to a small park to see and hear the great dramatic spectacle of trains coming and going. This factor, above all others, sparked Dave's interest in railroads and led to his present railfan status. In 1964, when the Pennsy abandoned its commuter train service in the Pittsburgh area, Dave asked for—and was given—the old Aspinwall station sign, which is cast-iron, five feet long, weighing 117 pounds, and painted the characteristic PRR red and yellow.

Another factor in Dave's boyhood was a neighbor, a kindly Pennsy hogger who ran a helper engine that pushed trains up the cutoff to East Liberty. This man occasionally gave him cab rides. Dave cherishes memories of them. At age 14 our hero started to shoot engine and train pictures. It was high time he did, for the conversion to diesel power was in full swing and the local scrapyard was cutting up hundreds of steamers a year.

"I shot some of them before it was too late," he recalls, "because I thought even then that picture-taking was the easiest way to preserve bits of the past. But in those days I knew almost nothing about photography. Most of my early negatives were mediocre—too poor to be used for the photos I sell nowadays to help pay my railfan travel expenses."

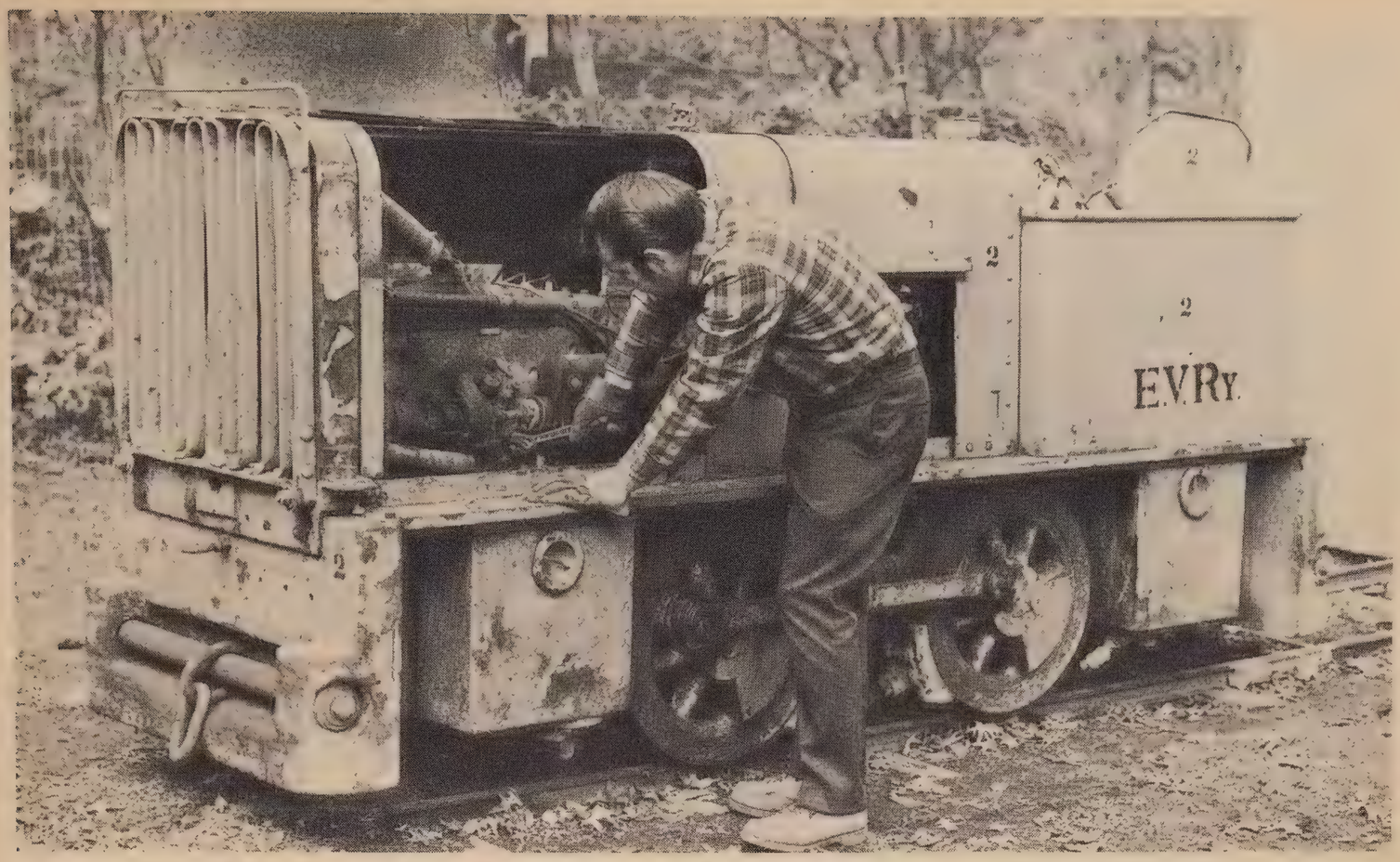
His parents did not share his passion for railroad photography, maybe because they had no hobbies of their own, and so years passed before he could get a good camera. But Dave persisted. He journeyed to Etna, Pa., where the B&O's Bakerstown grade began. Heavy westbound freights halted there while one or two helper 2-10-2's were coupled onto the rear; then they stomped out of town in a hail of cinders. By that time, about 18 years ago, Pennsy steam was past history. The Baltimore & Ohio 2-10-2's, class S-1, were the last mainline steamers Dave ever saw; but while taking their pictures he also shot passing diesels such as Alco cab units in "unadulterated" A-B-B-A sets and the local switcher, a polished 1000-hp Baldwin. Thus, after a brief exposure to steam, he became a mostly-diesel fan.

"Not that I wouldn't love to shoot steam again," he sighs, "but aside from a few tourist roads and a fantrip now and then, steam has vanished. Unlike Mike Eagleson, my basic interest is railroading, not steam; so I shifted my allegiance to diesels. Why fold up your camera for the last time merely because you can't shoot coalburners? The rail carriers are still moving freight and passengers, still climbing grades and crossing bridges. You can find plenty of good picture subjects."

Some things have gone, though, besides steam. There are no more fast silk trains. And you'd have to look pretty hard to find clerks sorting out mail in RPO cars or brass-pounders using train-order hoops to deliver hand-written flimsies to train and engine crews.

Dave's engine photos fall into two broad categories, closeups and action shots. The former are mostly unobstructed three-quarters portraits. The others are rich in scenic value, preferably made on backwoods short lines. He dislikes big sprawling cities but visits remote areas like the wooded hills of West Virginia and sparsely populated sections of the South. Says he, "No amount of con-

Detroit Edison diesels, two GE U30c's and an EMD SD40, roll 12,000 tons of coal over newly-built Waynesburg Southern in '72.
Photograph by David H. Hamley



Owner of Enon Valley Ry. 2 tinkers with cooling water pump. Five-ton, 24"-gage Vulcan was built without cab for indoor use.

crete and steel is worth one square foot of unspoiled forest land."

He rarely picks subjects other than locos and cars and a few unusual stations. The only people he purposely includes in pictures are working railroaders, and he never takes posed shots of them except as a personal favor to an engineer or a hostler who has moved a loco to a photogenic spot for him.

In 1963 came a rendezvous with destiny. Dave had enrolled at the University of Pittsburgh and was helping to pay his tuition by summer work at the Carnegie Library. Also employed there was a girl with wondrous blue eyes named Shirley. Those eyes fascinated Dave. On August sixth, in the basement book stacks, he invited her to a movie show. Shirley shook her pretty head.

"I had other plans for the evening," she tells us, "but I did like Dave and was afraid he'd never again ask me to go out with him, so I quickly changed my mind. Although neither of us could understand the movie, I enjoyed sitting beside him in a darkened theater. Soon we were going steady. Our second date was to the Arden Trolley Museum at Washington, Pa., which is operated by the Pennsylvania Railway Museum Association. Dave was a member of the PRMA. Riding an electric locomotive there thrilled us. Several months later, he asked me to marry him and I said yes."

After being engaged for nearly two years, Dave graduated from the university's engineering school with a B.S. degree in electrical engineering, and they were wedded on September 25, 1965. The honeymoon was a romantic week of poking around in central West Virginia. One place they visited was Fenwick, home of now-defunct Ely-Thomas Lumber Co., which had probably the world's most decrepit operable Shay.

"On our way home," Shirley recalls, "we stopped off at the West Virginia Northern Railroad, where Dave took some pictures. That day I fell in love with short lines. I have been a railbuff ever since. When we set up housekeeping, my newly-acquired husband gave me an *Official Guide* and a *Pocket List of Railroad Officials* and asked me to compile a list of all the short lines in this country and their locations, which I did. There were more than 350 in those days. We have since visited and photographed 183 of them."

They work together like a team. "I can explain technical matters to her without getting a blank stare in return," Dave says.

He spent five and half years working for the Union Switch & Signal Division of Westinghouse Air Brake Co. on signal projects and equipment. He was project engineer for several CTC installations, including a 500-mile job on the Canadian Pacific's Schreiber Division. Also, he invented a switch-machine control circuit which has been patented. Then the railroad business went bad, due largely to the Penn Central bankruptcy and the increasing use of motor vehicles, and Dave was laid off.

Meanwhile, he had written several articles for *Trains* magazine, whose editor,

David P. Morgan, offered him an associate editor's job. Our *Interesting Railfan* turned it down reluctantly. He preferred to remain in engineering, and he did so. After a year of designing Westinghouse Electric switch gear for factories and power plants, he joined the company's Transportation Division last April as lead engineer of the interlocking design group. Right now he is helping to design equipment for the new subway system in Sao Paulo, Brazil.

"Before I began contributing to *Trains*," he says, "I took a course in technical writing at Pitt and wrote several years for *Trolley Fare*, the PRMA newsletter. My articles cover such subjects as short-line histories and early internal-combustion locos. I never include human interest unless it has a direct bearing on technology. That is why I don't write for *Railroad Magazine*; my type of piece is not your favorite fare."

Don Dover, editor of *Extra 2200 South: the Locomotive Newsmagazine*, published in Cincinnati, comments: "In researching and putting together major technical articles, like those on Westinghouse and Ingersoll-Rand in *Trains*, Dave has scarcely an equal. Besides being thorough and accurate, they pioneer in new areas, but are somewhat too wordy. In time he will probably learn to express himself more tersely."

"You can't think of Dave as a railfan without including his wife, Shirley, who has separate ability to put into locomotive research and is a fine photographer. Both of them are devoted to short lines and industrial locos. The smaller and more obscure the subjects are, the more the Hamleys like them. Dave is soft-spoken and sometimes difficult to appraise."

Dave tells us: "Shirley and I do all our traveling by automobile. Even though I don't drive our Mercedes to work, we have registered more than 109,000 miles on this car since we bought it in 1969. This gives you some idea of our activities. Naturally, we hate to see passenger trains disappear, but as we don't patronize them we have no right to object. To me nothing is sillier than railfans going to abandonment hearings to oppose the discontinuance of trains they never ride."

The Hamleys live in a concrete, low-ceilinged house, built in 1909, at 121 LaCrosse Street, Pittsburgh, Pa. 15218, about 300 feet from the Penn Central mainline. They have a special room in which to keep their files, including *Trains* complete from its first issue, a collection of loco builders' plates, and their library. Dave seldom reads books, never fiction, but regularly peruses *Railroad*, *Trains*, and half a dozen other magazines. They also have about 15,000 color slides and some 20,000 b&w negatives. Dave usually shoots the slides while Shirley snaps the black-and-whites.

One day they learned that the Peter Cooper glue factory at Gowanda, N.Y., was operating three two-foot-gage, gas-mechanical, Vulcan locos but would soon retire and junk them. Jumping at the opportunity to preserve a rare old engine, Dave bought the oldest of the lot, No. 2, a five-tonner built in 1922 and still in essentially original condition but without a cab, and trucked her home to a spot in his garage, along with enough spare parts to keep her going for several more decades. He plans to build her a cab of Vulcan design if he can get construction drawings for reference, and eventually lay some trackage on which to run her.

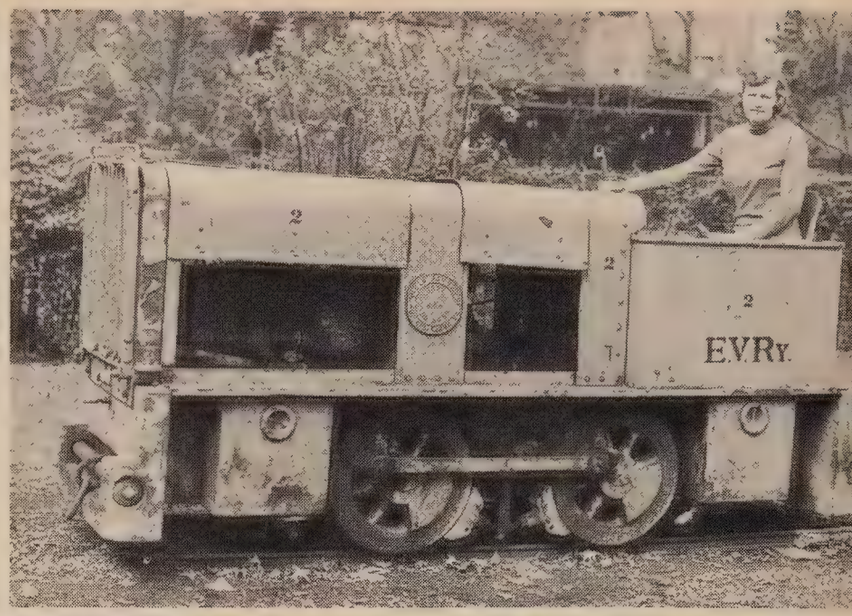
"Instead of being frustrated by a project that seems to be going wrong," he says, "I shove it aside temporarily and take up something else. One advantage of a hobby is that you can follow it only when you want to. If you'd rather take a nap, go out to a show, or walk around the block, that's your own choice."

Some fans describe Dave Hamley as "secretive and aloof." But Frank Vollhardt, Jr., of Warren, Ohio, a locomotive engineer for Republic Steel, who knows him rather well, attributes this impression to Dave's "quasi-sardonic wit which certain people regard as unfriendly but which really isn't."

Frank asserts that Dave's specialized hobby interest, his thoroughness, and his accuracy set him apart from run-of-the-mill railbuffs. "Whenever he does anything, he does it as completely as possible. Industrial locos are harder to photograph than other kinds because they are usually kept behind fences and well guarded. Call it luck or determination, but Dave manages to enter many of those forbidden enclosures. First he learns which plants have locos, then he

Algoma Central's passenger train, with 19 cars, southbound near Searchmont, Ont., last July. On the rear is a heavyweight 12-wheel open-platform observation car, the Agawa. Feature article on Algoma Central appeared in this magazine last Jan.

Photograph by David H. Hamley



(Left) This is one of the tamest of Shirley's squirrel gang, always looking for a handout. (Right) The Enon Valley believes in women's lib even to letting them run loco, especially when they're co-owners. Shirley's 17-year old sister has run No. 2.

Photographs on these two pages by David H. Hamley

writes to them for permission. On other occasions he may look at several hundred color slides of industrial power, most of which have no lettering, and rattle off the history of each unit, demonstrating a very good memory and rapid recall. His engineering background and training permit him to talk with men in the business in their own language and to sift out hearsay and fiction."

Says Dave: "I am trying to gather catalogs, specs, and manuals on all types of diesel and gasoline locos. My wife and I also have many loco builders' records, some of which we keep up to date. Small builders interest us most; we're getting all the data we can on Porter, Vulcan, Davenport, Midwest, etc. This isn't easy. For example, Milwaukee Locomotive Manufacturing Co. of Milwaukee built nearly 1,000 gasoline locos from 1908 to about 1939, but very little of their history has come to light. I'd like to hear from readers with a Milwaukee builders' list or those who will sell or trade gas or diesel catalogs and manuals. My search for data on Midwest Locomotive Works led to the successor company giving me the original Midwest Construction records!

"Our builders' plate collection has, to my knowledge, the largest variety of all non-steam collections. We have 117 different types of electric, gas, and diesel plates dating back to 1899, including a 1926 Alco-GE-Ingersoll-Rand plate from Chicago & North Western 300-hp boxcab No. 1001. I don't know of anybody else with one of these."

Elmer Steuernagel, another Pittsburgh *Interesting Railfan*, puts it this way: "Each new facet of his hobby Dave approaches with exuberance and organization. His achievements are far above the average. His knowledge of internal-combustion loco ownership is unsurpassed in quality and variety. The Hamleys' initiative and efforts have attained all this. Dave is fortunate to have a woman like Shirley, who not only shares his specialty but whose know-how on the subject is comparable to his own. How few railbuffs have such wives! Dave is quiet, reserved, rather cautious, and appears to be sure of himself. His memory for numbers is outstanding."

Both Dave and Shirley belong to the Railway & Locomotive Historical Society, the "Old Guard" of railfan clubs. He also keeps a nominal associate membership in the PRMA, but dropped out of the National Railway Historical Society on the ground that "it seems to exist solely for the purpose of holding a national convention once a year." He'd like to organize a group of aficionados of internal-combustion locos," a field in which relatively few serious researchers are doing anything."

We asked, "What would you like to be remembered for?" and Dave answered quickly: "For leaving behind writings and photos of railroading as I saw it. My greatest satisfaction would be to bequeath to future railfans a fully detailed history of the internal-combustion locomotives.

He is nearly a six-footer, has keen grayish-blue eyes, and weighs a trim 175 pounds. "After we married," he states, "Shirley fed me so generously that I got up to 210 pounds in two years. I have since reduced without a diet—just stopped eating so much, especially starchy foods."

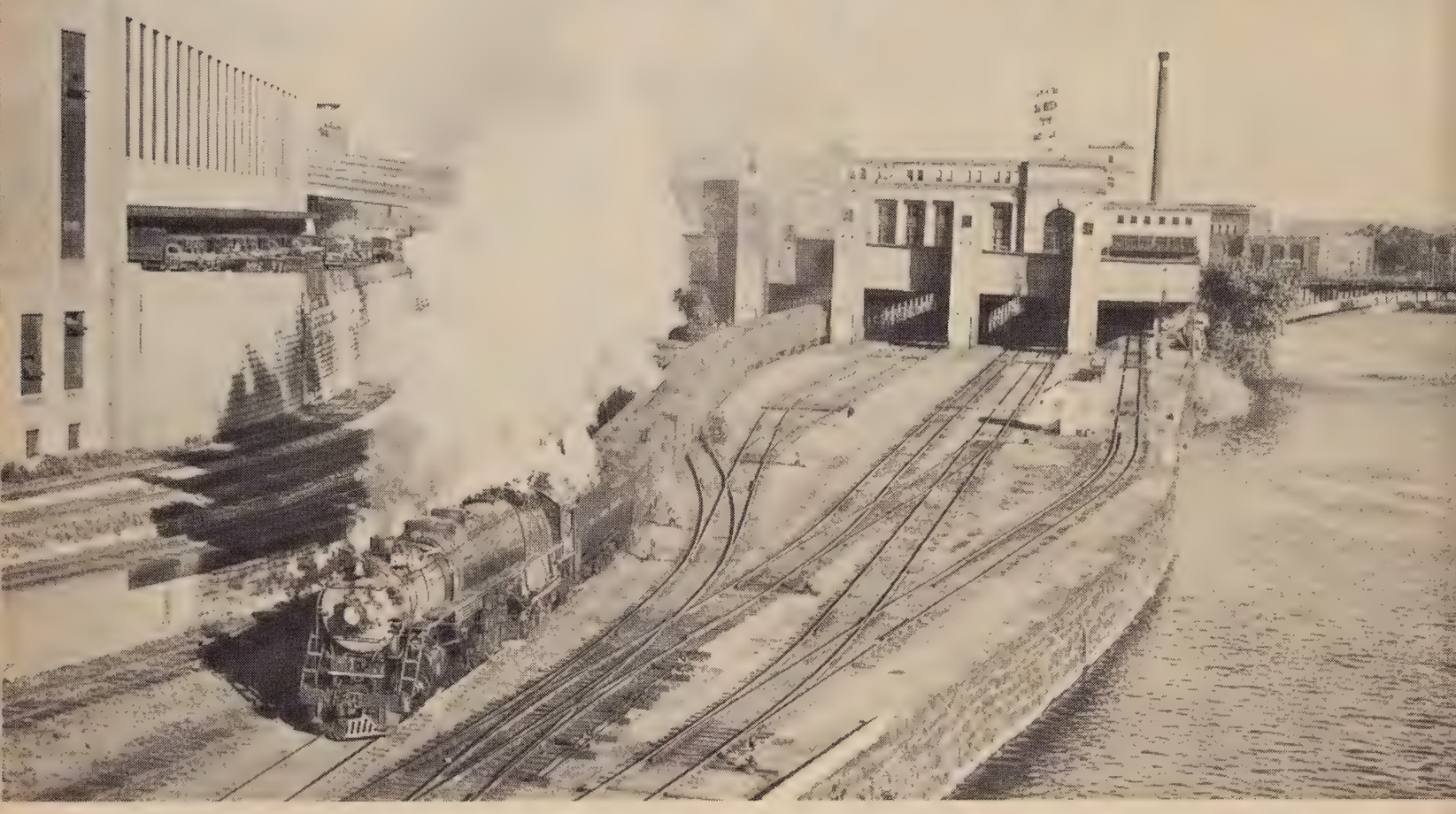
"Dave is easy to cook for," his wife informs us. "He likes plain foods—he'd eat hamburgers at nearly every meal if I'd let him. He won't touch fancy or spicy concoctions, though it would be fun for me to dish up exotic recipes from cook books. My moment of victory was getting him to try chili con carne—and he liked it! But in writing he strives for perfection, spends hours seeking facts and minute details. My husband is also a jack-of-all trades. He almost fully remodeled our house and does all the work on our two cars, from oil changing to transmission overhaul. Recently he put in over 100 hours welding patches on rusted areas of our Mercedes and repainting it. Unlike most wives, I am glad to help him in this kind of labor."

Dave has robust health. He practically never takes medication of any kind and hasn't been to a doctor in ten years except for a routine checkup.

"I tried smoking just once," he says with a wry grin, "to enjoy the great taste that the ads harp on, but the only sensation I got was something like having the whole Chinese army march barefooted across my tongue. So I never repeated it. Shirley never did smoke."

Dave is a conservative type. His philosophy is easy-going: "Don't get excited. Things usually work out and there is always tomorrow. However, I believe the Government is too big, too expensive, and too self-serving."

PASSENGER TRAIN SURVEY



This train was either the *Mainstreeter* or *Alaskan*. It came in from the West and was leaving Minneapolis for St. Paul and Chicago on an early morning, about 1950. The engine was a 4-8-4, No. 2664, and there was much head-end equipment.

R.L. Borcherding photo in collection of Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

TRAINS of the future, moving on cushions of air or magnetic fields, will have access to a supply of electric power enabling them to run at speeds up to 300 miles per hour, according to John W. Ingram, Federal Railroad Administrator, announcing a technological break-through.

Designers and engineers under contract to the Railroad Administration have found a way to feed electric power to such high-speed trains.

Conventional electric trains drawing their power from an overhead wire cannot travel faster than about 200 mph because of cable vibration that can cause high-voltage arcking and maintenance problems. Electrified trains using an ordinary third-rail have a similar problem: their practical operating limit is about 130 mph because the spring-loaded connector shoe bounces at higher speeds.

What was needed, FRA determined, was a wayside power collection system whose vehicle-mounted collector would neither bounce nor vibrate, regardless of train speed. Such a wayside power collection system has been successfully tested at a speed of 313 mph while carrying in excess of 1,000 amps.

The wayside power collection system will tap 8,000-volts at an 8 megawatt level from conventional 115,000-volt power lines. After passing through substation transformers, the current flows to three copper conductors backed by steel rails arranged in triangle form inside insulator rings along the guideway. Three power rails are needed to serve the vehicle's three-phased linear electric motor.

DESPITE heavy losses, the Canadian Transport Commission has directed the railways to continue operating passenger trains as a public service in the Quebec City-Windsor corridor. This ruling was made on a series of discontinuance applications by the Canadian National, CP Rail, Penn Central, and the Toronto, Hamilton & Buffalo. Although the Commission said in a 26-page decision that the trains are essential, it left the door open for changes in operation to improve efficiency and economy.

Traffic studies show that an average of 10,000 people a day use the various services linking Quebec, Montreal, Ottawa, Brockville, Kingston, Belleville, Toronto, London, Sarnia, Niagara Falls, Windsor, and intermediate points. The railways can now claim a subsidy of up to 80 percent of the losses in this region. On the 1970 basis the subsidy would cost the federal treasury $10,000,000 a year.

The Commission produced a detailed study of individual services showing the average cost per passenger and the average revenue. It said the overnight service between Ottawa and Toronto cost $30.06 per passenger against revenue of $11.18. The CP Montreal-Quebec operation costs $16.05 per head with a revenue return of $5.67.

"It is the intention of the Commission to invite the public to express opinions concerning the passenger-train services in the Corridor area and to suggest ways in which they can be improved and made more economic," the decision said. Similar invitations were issued with regard to the Transcontinental and Maritimes services. Studies based on the results are continuing.

LONG ISLAND RAIL ROAD, which was completely shut down by a strike when these words were written, has made it plain that it doesn't want any of its trainmen to look like beatniks. The road's superintendent of Transportation, himself a clean-shaven man who abhors beards, mustaches, and sideburns, re-

cently revised Rule J to read as follows:

"Employees on duty must be neat in appearance and be clean-shaven. If a mustache is worn, it shall not be permitted to grow beyond the edge of the upper lip. Sideburns must be worn below a point opposite the bottom of the earlobe.

"The hair of the head must not touch the ears or the collar of the shirt. Uniformed employees must wear the prescribed uniform and badge. Uniforms must be pressed and well-fitting with the prescribed insignia affixed in the designated places.

"Failure to comply with this directive will result in the violator not being allowed to work unless the necessary corrective action is taken. Willingness to obey the rules is an assurance of remaining in the service of this company."

THE LONG ISLAND PRESS EDITORIALIZES: "How silly. Does a neatly-trimmed beard or long sideburns prevent a trainman from doing his job effectively? Who says hair must be short or mustaches not droop to present a well-groomed appearance?

"It is doubtful that the LIRR's rule will stand up in court. But even if it does, we wonder why railroad bothers with such trivia. We would much prefer that it worry more about the trainmen get along with passengers, which is more important than the length of their flowing locks."

COMMUTER railroads in Illinois have been ordered by the state's Commerce Commission to prohibit all their passenger trains from backing into a signal block after they have gone beyond it.

The order stems from a probe into the collision of two Illinois Central Gulf Railroad commuter trains which left 44 persons dead and 320 injured. The commission said the front-running train had backed through a signal block and was still moving in reverse when it was slammed from behind by an express train which apparently had been proceeding on a yellow or green light.

The signal might have remained red for the second train had the first train not overshot the 27th Street platform so far that it passed the block switch and then, in backing to the station to pick up a passenger, rolled back into the block.

AMTRAK has chosen lower Bucks County, Pa., as the site for a new reservation center serving several Eastern states. The corporation signed a multi-year lease for a 17,000-square-foot building in the Expressway 95 Industrial Center, Bensalem Township. The building is located at the Street Road Interchange of I-95.

Planned improvements include a large raised floor area and special electrical power, air-conditioning, and communications facilities. The operation will be highly automated and include electronic equipment tied to a central computer in Washington, D.C. The building was scheduled for occupancy early this year.

EVEN THOUGH New Jersey is subsidizing Pennsylvania-Reading Seashore Lines to the tune of about $3,000 per passenger per year, according to *The Philadelphia Inquirer,* the railway is still losing money. Harold J. Weigand, contributing editor of that newspaper, offers the following comments:

It has been suggested, not wholly in the spirit of levity, that it might be wiser for New Jersey to buy each of the 200 or so regular commuters a nice, new Volkswagen, and forget the whole thing.

The PRSL, facing a deficit of $400,000 for the period from July through December, might welcome this or any other solution which would rid it of an unprofitable sideline.

The hardy band of last-ditch passengers, however, have different ideas. They continue to ride the trains, despite miserably inconvenient and inadequate service, because they would do almost anything to avoid the twice-a-day drive on crowded highways.

If the railroad had its way, it would discontinue at least one of its daily round-trips to Atlantic City and abandon the spur to Wildwood and Cape May.

So far, New Jersey has been able to resist moves for further reduction in service, raising its annual subsidy to $700,000 in the process. But the PRSL, owned by railroad companies already financially distressed, cannot be expected to accept operating losses indefinitely.

There is an alternative: extension of the Port Authority's high-speed road from Lindenwold to Atlantic City, with a rail spur or bus shuttle down the coast to Cape May.

Old-timers can only lament the passing of an era: when trains ran to the shore almost every hour on the hour; when

Last run of No. 6, the *Midnight Special* of the Gulf, Mobile & Ohio, which we see pulling out of Chicago Union Station, May 1, 1971. Today even the road's name is gone, swallowed up by Illinois Central-Gulf.

Melody and dancing featured a recent Amtrak snowball special on Southern Pacific rails from Los Angeles to Sun Valley, Calif. The Optigan Music Maker plays the sounds of many instruments and human voice.

It is a few minutes before train-time at the Dunvegan Yards depot of the Northern Alberta Railways on the outskirts of Edmonton, June 15, 1972. No. 1, NAR's twice-weekly northbound passenger train, will soon be on its way to McLennan instead of Dawson Creek, B.C. due to recent floods. Photographer's dad talks about road's washouts with conductor.

James B. Armstrong, Box 262, RD 3, Charlottesville, Va. 22901

there were parlor cars and breakfast cars and one-dollar excursions; when every resort had fine big stations, with a long line of hack stands alongside.

DECLARING "we are operating our own first-class passenger service and will continue to do so, working closely with Amtrak on both connecting service and reservations," W. Graham Claytor, Jr., president of Southern Railway, says the "Southern has no plans to join Amtrak.

"We hope very much that no legislative or regulatory action is taken that would force any other decision," he adds, "and we anticipate no such action... In the past 12 months we have not only refurbished (new painting, upholstery, and carpeting), but have given heavy general repairs including complete truck overhaul to 45 passenger cars. This overhaul and refurbishing program is currently on schedule."

AMTRAK (ex-Penn Central) engines 4036, 4316, and 4038 freshly painted for the occasion were used on the *Montrealer's* first trip in the recent revival of Washington-Montreal passenger service, reports "Tommy" Thompson of the Amtrak staff, correcting a caption error in our January issue. Also last month, we quoted James Kerrigan, president of Greyhound Bus Lines, as calling the restoration of this rail service as "a complete waste of taxpayer dollars." Amtrak's president, Roger Lewis, flung back at him: "When was the last time Greyhound built a road?"

Down by the Depot

NO LONGER can you hear the rumble of passenger trains under the Cincinnati Union Terminal's muraled concourse. The dome-shaped terminal, built in 1933 for $41 million and billed as one of the world's most modern stations, ended passenger service when an Amtrak train departed for Newport News, Va., at 11:05 p.m. last October 29th.

Because of high costs and limited business, Amtrak built a mini-station to replace the privately-owned terminal. The old concourse, emblazoning murals of industrial progress in the Cincinnati area, was sold to the Southern Railway and will be demolished. Below the concourse, tracks for 32 passenger gates have been removed.

What will happen to the 100-foot high rotunda, the front part of the station which bears murals even larger than those in the concourse, is undecided.

"I think anybody connected with the station has a tear in his eye," said George Gray, manager of the station for 12 years and veteran Baltimore & Ohio employe before that.

However, the opening of the mini-station on October 29th enabled Amtrak to speed up the *James Whitcomb Riley* by 45 minutes each way, besides saving Amtrak considerable money. This was the first train to use the new station.

SOUTH STATION, which was the largest terminal in the United States when it was built 74 years ago in Boston, Mass., is marked for demolition this year to make way for urban renewal. The Boston Redevelopment Authority, which bought the property in 1965, tentatively plans to develop the site into a big trade and transportation center, with a small new rail station as part of the complex.

Before World War I the station handled 600 trains a day—200 long-distance and 400 commuter. Long-distance trains have largely disappeared, and the commuter runs have shrunk sharply, as well.

WHICH is America's most badly rundown railroad depot? Our vote goes to Penn Central's North Philadelphia station. Amtrak officials say that their ugliest terminal is the one at Springfield, Mass., and they plan to spend $100,000 on sprucing it up.

HARD to believe, but true! David Marshall of South Bend, Ind., a member of the National Association of Railroad Passengers, regarded the Penn Central station at Niles, Mich., as such an eyesore that he actually repainted the entire building himself, even paying for the paint out of his own pocket—white and gold inside, gold and black outside. He also replaced two broken windows. The whole job took him two months. ●

Santa Fe Amtrak No. 773, northbound San Diegan, enters cut west of Miramar Naval Air Station, enroute to Los Angeles.

Lt. J.L. MacMichael, USN, 87 Jefferson Rd., Princeton, N.J. 08540

Private cars Victoria and Cyrus K. Holliday line the private car tracks at the Santa Fe's attractive Spanish-styled depot at San Diego, Calif., on a day in December '69.

Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

IN SEARCH OF STEAM

Mike Eagleson

STEAM IN ASIA takes the spotlight this month as I have just completed a wonderful six-week search for steam in Japan, Thailand, and Malaysia. Here's what I found, country by country:

JAPAN. There is precious little steam outside of museums on the main island of Honshu in the Tokyo area, but further north along the Japan Sea at Noshiro the action starts. The single-track line running north, then east along the sea to Hirosaki, features a daily mixed train each way with an 8620 class 2-6-0. Good scenic views can be found, with waves crashing against rocks in the background, but hard chasing by rented car is in order. All other trains on this line are diesel, with the steam engines being shedded at Noshiro and Hirosaki.

Moving northward to the steamiest island of Hokkaido, the action is heaviest. Just north of the principal city of Sapporo is Otaru, the roundhouse with the largest concentration of operating steam today in Japan. The house holds such treasures as one of the last two C62 class 4-6-4's, No. C62-3. (The other Hudson No. 62-2 was recently retired after a final fantrip and now rests in assured preservation, along with about 20 other engines of as many classes at the Umekogi roundhouse railway museum, just outside of Kyoto on the Honshu mainland.) Also rostered at Otaru depot are some of the last C12's still in use. These 2-6-2T's daily switch nearby wharves where heavier power can't manage the curves. The little Prairie tank engines can really talk it up, switching 4-wheel goods wagons (boxcars), loaded with smelly fish.

The real prize on Hokkaido is the Hakodate main line, which runs from

steamy Otaru southward to Hakodate. Here, plenty of Japan's most common steam locomotive, the D51 class Mikado (what else?), scurries along with freights and passengers through sometimes sea-coast-lined or volcano-backdropped scenery. Halfway south down the line to Hakodate at Oshamambe, C11 class 2-6-4T's and D52 heavy 2-8-2's work passenger and freight runs respectively.

Elsewhere, on Hokkaido at Rumoi, the last three 2-8-4 Berkshires work through great scenery, often assisted on the rear by another steamer. These D61 engines (rebuilt from D51 class 2-8-2's), work southward to Fukagawa. I managed to chase these final Berkshires by auto despite two feet of drifted snow on the ground. Rumoi and Fukagawa as well as Otaru have plenty of 9600 class 2-8-0's to handle switching chores and local freights.

Asahikawa roundhouse featured three working C55 class 4-6-2's. These little Pacifics handle daily passenger trains northward to Wakkanai. I was lucky to photograph one of these beauties wheeling a passenger train through Shibetsu Pass during a snowstorm, with the grade so heavy that a helper diesel had to be added to the rear. Later, at Iwamizawa I found a tremendous amount of steam activity, including C57 class 4-6-2's on frequent passenger trains. I shot one of these medium-sized Pacifics as the second engine of a doubleheader with a D51 Mikado.

Japan is one of the very few countries today where a railfan is not regarded as a freak. Throughout my search for steam I was given special consideration and favors by railway men, far beyond normal courtesy. Nowhere was I accosted or asked to produce a photo permit, even when I was taking night shots in terminals at two a.m. Almost everywhere in Japan you see pictures of steam engines in stores and public buildings. Steam postcards and books are widely available. I even found barbershops, banks, hotels, watch stores, and gas stations sporting huge photos and posters of steam locomotives, which they refer to as "SL." Even in department stores I saw demure-looking Japanese housewives shopping with plastic-covered shopping bags adorned by steam photos and slogans in English such as "Hokkaido, Home of the SL" or "C62-2, Japan's Greatest Steam Locomotive." Top that if you please, America!

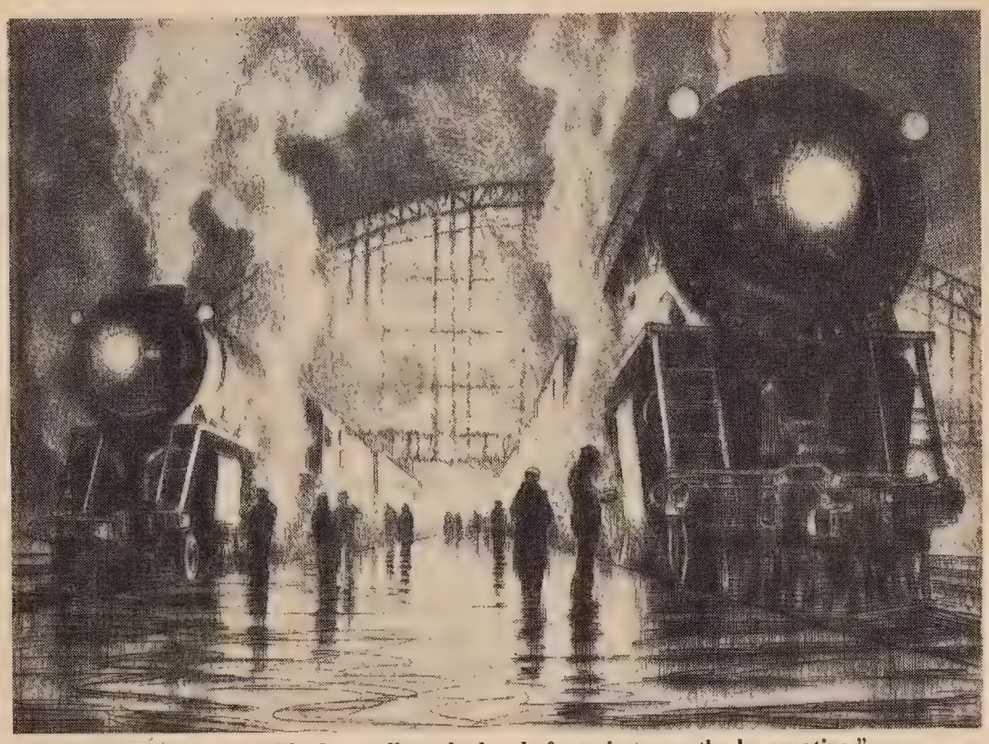
THAILAND. Most of the steam locomotives here are woodburners, with a few engines occasionally converted to oil. Oh, they are not old kettles, but are medium-sized Pacifics and Mikados displaying builders' plates from Japan as recent as 1951. In addition, many of these locomotives are the cleanest I have ever seen in regular service on any of my searches for steam in 25 countries!

Bangkok, the picturesque capital, has about 40 steam locomotives shedded at Thonburi locomotive depot. These were mostly built in the United States, being ex-World War II 2-8-2's from Alco, Baldwin, and Porter. A few Japanese-built 2-6-0's also call it home. Near the enginehouse is a beautiful red-and-gold Buddhist Temple. Two trains a day run northward on the old Japanese-built

STEAM IN ASIA

Japanese-built Mikados in Thailand (Formosa) in spring of 1971. (Left) DT680 leans hard against heavy tonnage while leaving Miaoli. (Above) Between assignments, DT682 rests in the Miaoli enginehouse; she's fired up and ready to go.

Both photographs by Richard M. Todd



"I have always liked to walk to the head of a train to see the locomotive."
Etching by Otto Kuhler, 525 Camino Rancheros, Santa Fe, N.M. 87501

World War II line to Burma, journeying today only as far as Nam Tok but crossing the famous "Bridge on the River Kwai." (Remember that movie?) I spent two days wading through mud and jungle trails to get steam on the "Bridge."

Little else is located in the Bangkok area outside the Bang Sue locomotive sheds, with only about four steamers, and the Makkasan Workshops where steam is being rebuilt in a modern, fluorescent-lighted shop, and a stash of locomotives waiting preservation. At the time I visited the Makkasan Workshops, five Thailand 4-6-0's had just been rebuilt and repainted, Cambodia.

Southward in Thailand, Chumphon has 25 to 30 steam locomotives working, plus three displayed at the station. Thailand is very proud of its steam power and has an enthusiastic preservation program. Most of the main railway terminals here have one or more steamers on display or earmarked for mounting by the station.

Thung Song Junction is the mecca today for Thailand steam power. All classes work into and out of this noisy, busy terminal. Once I got the steam operating schedule down pat, I found that with a rented car I could chase a train for three or four action pictures, leave it, and then go on to another steam train for a few more photos. And this went on *all day long,* with little chance even for lunch or visiting the exciting locomotive depot to watch the nice-looking Thai women load wood into the engine's tender. Thailand's famous Baldwin three-cylinder Pacifics storm out of Thung Song Junction daily on passenger and mixed trains.

Still further south at Haad Yai Junction, is the cleanest steam power to be found anywhere in Thailand. Most of the engines "belong" to a particular crew, who take great pride in "their" locomotive and decorate her according to their own tastes. In fact, they don't work while their engine is being shopped.

The railway runs contests among the various locomotive depots for the handsomest steam engines. Just about every year Haad Yai wins the contest.

MALAYSIA. Steam power today in Malaysia unhappily is in its final year. and I was fortunate enough to catch its last gasp. Oddly enough, all working steam consists of North British Locomotive Co. three-cylinder, poppet-valve Pacifics built between 1939 and '46. Mecca for steam in this Moslem country is Gemas. Here a daily freight train runs southbound at 6:50 a.m to Singapore—what an adventurous name!—while another one heads north from there to Gemas at the same time. If all goes well, they meet at Kluang at about 1:15 p.m.

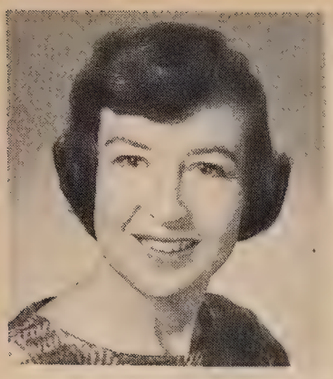
I spent five delightful and exciting days chasing these trains by auto. Although they have an alleged 35mph speed restriction, it is often hard to beat them for action photos. The crews were friendly. Once they knew what I was after, they cooperated with me by putting on shows of black clouds of oil smoke while their Pacifics raced through rubber and pineapple plantations. Oh, I will never forget them!

But the once proud and well-maintained 4-6-2's had become filthy and in poor maintainence, some working on only two of their three cylinders. It was hard to read their dirty brass nameplates which had English on one side of the locomotive and Malaysian on the other. Their copper pipes and brass bands around the smokestacks were no longer distinguishable. Alas, the filthy condition of the 20 or so still-operating steamers reminded me of the last days of steam on the once-glorious Pennsylvania Railroad—and how I hate to say it!

THE STEAM I saw in Japan, Thailand, and Malaysia during my visit last November and December does not represent *all* the steam working in these countries, but is just the main spots I had time to cover. In each country there are still pockets of steam operating and not explored or mentioned above. How I wish I could have stayed there longer!

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, Edgemere Road, Mount Arlington, N.J. 07856.

Japanese National Railways express *Kamome* runs between Kyoto and Hakata.
Sinichi Miyazaki, 1299 Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan



INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as available space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017. No questions will be answered by mail or telephone.

1 ***What is, or was, wabashing?***

A lazy and incorrect way of firing a coalburner by heaping too much coal on the fire. "It meant," according to the late Gilbert A. Lathrop, fireman on the Denver & Rio Grande Western narrow-gage, "loading the firebox with green coal, then riding your seatbox while the stack cleared itself of thick black smoke. In this way a boiler lost from 15 to 20 pounds of steam while you were baling in coal. And when the fuel finally burned down to a white crisp fire, the safety valve usually opened with a roar that wasted steam and water. Wabashing violated the efficient practice of keeping your fire light, level, and bright, with a minimum of smoke, especially black smoke." Possibly the word came from a common method of firing on the old Wabash Railroad.

A different use of the same term—to quote from a vocabulary in the first edition of Freeman Hubbard's *Railroad Avenue*—was "the officially frowned-upon practice of an engineer slowing down for a stop signal at a crossing with another railroad, instead of stopping. The hogger would look up and down to make sure everything was safe, then start up again, having saved several minutes by not stopping entirely."

2 ***Are there any books on the New York, Ontario & Western?***

Yes; *O&W*, by William F. Helmar, published in 1959 by Howell-North, and *To the Mountains by Rail*, by Manville B. Wakefield, published in 1971 by Wakefield Press.

3 ***When did the Vanderbilt lines first issue a folder-type timetable?***

We don't know. Send such questions to *The Timetable Collector* magazine, Ed Gardner, editor, 22 Garden Ave., Mountain Top, Pa. 18707, issued by the National Association of Timetable Collectors, dues $5 a year.

4 ***I am familiar with the old Virginia & Blue Ridge Railway; but was there ever a Blue Ridge Railway?***

Yes, one in Virginia became part of the Chesapeake & Ohio and another in South Carolina became the Carolina & Northwestern. There was also a Blue Ridge & Atlantic, renamed the Tallulah Falls Railway, that ran between Cornelia, Ga., and Franklin, N.C.

5 ***When and by whom was the first diesel locomotive built?***

Although Dr. Rudolf Diesel (1858-1913) originated such power and in 1899 set up a works at Augsburg, Germany, devoted solely to diesel production, the first application of diesel drive was not made to a railway vehicle until 1912 and was done by the Swiss firm of Sulzer. This firm, which in later years became famous as the providers of power for diesel locomotives, built a diesel with the 4-4-4 wheel arrangement, rated at 1,000 to 1,200 hp and weighing 85 tons. The framing and body were supplied by the German firm of Borsig, in Berlin, and the locomotive intended for the German State Railways, but nothing more seems to have been heard of it.

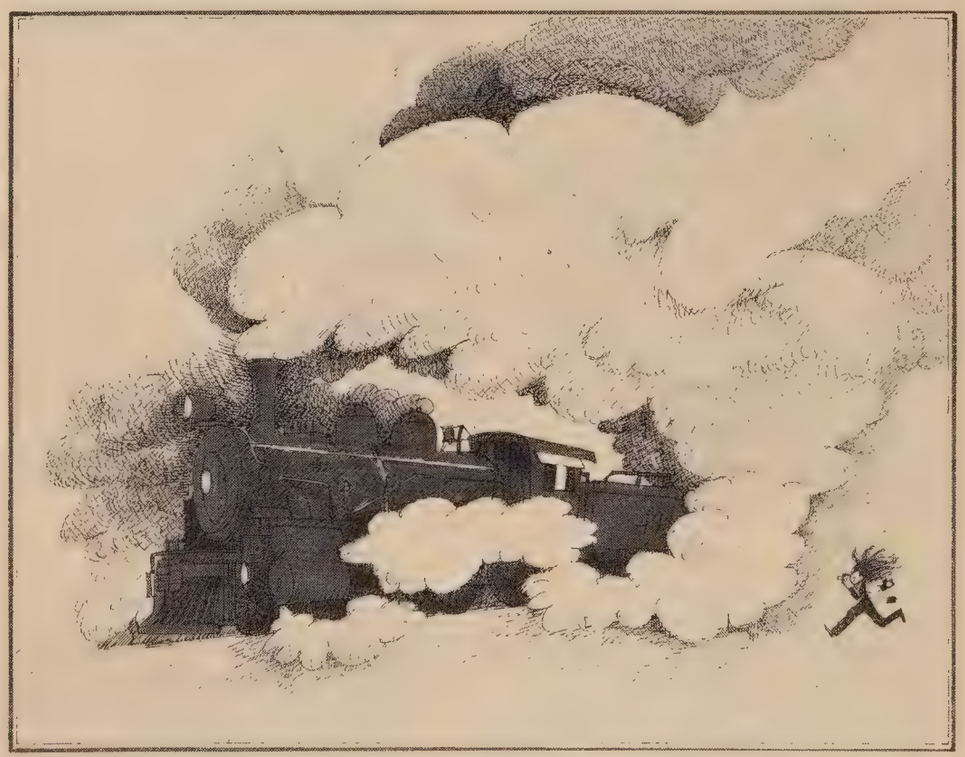
6 ***Did Richard Trevithick build the very first steam locomotive?***

Yes, in southern Wales in 1804. She was an experimental modification of his high-pressure stationary steam engines. After running her long enough to prove the feasibility of his idea, Trevithick took her off her wheels and used her in a foundry. His second operating locomotive ran for a while on a circular demonstration track in London during 1808, creating much public interest.

His first successful commercial use of locomotives was not until 1812, on the Middleton Railway near Leeds, England. Four machines of Trevithick's design, but with two cylinders and other improvements, worked the traffic of this line for over twenty years. But John Blenkinsop, the railway's manager, believed that the grip of a smooth iron wheel on a smooth iron rail would not suffice to haul a train, and altered Trevithick's design so that the drive was through a toothed wheel engaging with a pinion cast onto the outer edge of one rail.

7 ***Was the derailment of the Jersey Central's Blue Comet responsible for the discontinuance of that train in 1941?***

Yes, partly. On Aug. 19, 1939, the *Blue Comet*, train 4218, left Atlantic



A railfanette's dream. Drawn by Madeleine de Sinety, 5 Boulevard Edgar Quinet, Paris, 14e, France, whose photographs of French steam we publish occasionally.

City for Jersey City with five cars, John Thomas, engineer, Anthony Cinque, fireman, and Joseph Walsh, conductor. The weather that night was bizarre: 15 inches of rain fell in 14 hours, not a constant downfall but on and off cloudbursts. When the train passed Winslow Jct. the sun was out; then the sky grew dark, so dark that the train porter turned on the interior lights. Although normal speed was 70 mph in the Chatsworth area, Thomas cautiously proceeded at 35-40 mph, due to the heavy flooding. The general terrain was flat, with a gentle 28 percent descending grade on the single-track line.

Just east of milepost 86, the rear tender wheels of the 820 derailed, followed rapidly by the trailing 5-car consist; 500 feet of track was destroyed before the express halted. The eight passengers then in the diner, plus the waiter, were thrown to the head end of the plus car and buried under chairs and tables. Freeing themselves, they climbed into the less tilted coach ahead, where they waited for help. A total of 46 passengers and 6 crew men were injured, some seriously. The engine was the only part of the train that stayed on the rails.

The right-of-way in that area had 90-pound rail in 33-foot lengths, with 18 creosoted ties per rail-length, single-spiked, tie-plated, and ballasted with cinders. "Les" Whitfield, a student agent-telegrapher, was in charge of Eatontown depot. While listening to the dispatcher's wire he heard DS ask agent Etheridge in Chatsworth, N.J., if train 4218 was showing.

The agent answered, "In the block."

At Pine Creek the assistant supervisor of maintenance of way, C.J. Langenbach, cut in on the wire to announce: "Dispatcher, Pine Crest, this is Langenbach. No. 4218 is all over the ground! Need the wrecker and ambulances."

There was no telephone in the New Jersey pine barrens and the dirt roads were mired, but a relief train from Lakehurst took away the stranded passengers.

Not long afterward, CNJ filed for permission to take the *Blue Comet* off. Its supporting testimony included loss of traffic and abnormal expenses due to the Chatsworth wreck. The train made its last run on Sept. 27, 1941. These facts were researched for us by Frank T. Reilly, 1852 Myrtle Ave., Plainfield, N.J. 07063.

Another Chatsworth wreck, this one in Illinois, was a major disaster on the Toledo, Peoria & Western on Aug. 10, 1887, when the collapse of a culvert piled up an excursion train, killing 82 persons. A popular song entitled "The Chatsworth Wreck" said "a hundred lives were lost," which was untrue. Here is the song; it was written by J.E. Curtis.

Photograph by R.P. Morris

Jersey Central's pride, the *Blue Comet,* engine 831, near Elizabethport, N.J.

From Peoria, town and hamlet
There came a joyous throng
To view the great Niagara;
In joy they sped along,
The maiden and her lover,
The husband and the wife,
The merry, prattling children,
So full of joyous life.

Chorus

But oh! how much of sorrow,
And oh! how much of pain
Awaited those who journeyed
On that fated railway train.

With hand upon the lever
And eye upon the track,
The engineer was standing,
While the shades of night grew black.
They passed the town of Chatsworth
And rushing into gloom;
Oh, could some power have saved them
Ere they had reached their doom!

For see those smoldering embers
That lie along the ridge;
Oh, God, in pity save them;
It is the railroad bridge!
Too late to turn the lever,
Too late to stop the train,
Too late to soothe their sorrow,
Too late to soothe their pain!

A mighty crash of timber,
The sound of hissing steam,
The groans and cries of anguish,
A woman's stifled scream.
The dead and dying mingled
With broken beams and bars,
An awful human carnage—
A dreadful wreck of cars.

All honor to the hero
Who the flame and fury fought
All through that night of horror,
An honor deadly fraught,
As over land and water
The thrilling message crossed:
The bridge was burned at Chatsworth
And a hundred lives were lost!

Details of the Chatsworth wreck of 1887, with many photos and map, may be found in a book, *The Train That Never Arrived,* $2.50, available from C.M.H. Wilmoth, Box 1419, Montreal 114, Que., Canada.

8 ***Which railroad was the PLZ&W?***

The Palatine, Lake Zurich & Wauconda, incorporated in 1918 to take over the Waukegan, Rockford & Elgin at a receiver's sale. It ran between Palatine and Wauconda, Illinois, 16 miles, but did not survive the Depression of the 1930's.

9 ***Why doesn't the Burlington Northern pay its employees every two weeks?***

A BN "brass collar" supplies this answer: "We have found that most families have their principal expenditures, such as mortgage payments, rent, and installment and charge purchases, set up on a calendar month basis. As a result, budgeting of income to meet such payments would not be made any easier if we went to a two-week pay period.

"Besides, the railroad would still be required to submit certain reports on a calendar month basis to regulatory agencies, and a change such as you suggest would add much to our costs—actually hundreds of thousands of dollars a year."

10 ***Explain the purpose of the rectangular-shaped panel, black with varicolored horizontal stripes, that appears on many freight cars.***

It is a scanner. Special cameras mounted beside railroad tracks automatically identify each car by number, weight, and commodity. This eliminated the need for "mudhops" (car checkers) to jot down this data in notebooks as each car slowly rolls by.

11 ***What does "SSW" stand for on locomotives and freight cars?***

St. Louis Southwestern Railway, better known as the Cotton Belt Route. Its earliest trademark pictured a bale of cotton, but in 1885 the management decided that this symbol indicated that the line served only cotton-growing territory and thus discouraged desirable immigration from the North. So they assigned Charles Ware, an artist, to work out a device that would bear no resemblance to a cotton bale. He did so: a shield with the words "Cotton Belt Route."

12 ***As a Union Pacific switchman injured on duty, I want to know the specific difference between total and occupational disability.***

An employe is considered totally disabled if he or she is unable to perform regularly the duties of *any regular gainful employment.* Medical evidence must prove that the person has a permanent or long-range physical or mental impairment which makes him or her unable to perform any regular work. On the other hand, you are occupationally disabled if your physical or mental condition is such that you are permanently disabled for work in your *regular occupation,* even though you may be able to perform other kinds of work.

13 ***What happened to the old Buffalo, Lake Erie & Cleveland trolley line?***

It went into receivership in 1924 and was reorganized as the Buffalo & Lake Erie Railroad. Foreclosure and sale were ordered in 1932 and operations were discontinued Jan. 27, 1933. Its subsidiary, Buffalo & Erie Coach Corp., operated over its lines, but abandoned trolleys in favor of buses. Rails, ties, poles, switches and wires between Woodlawn and Erie, Pa. were sold to the American Steel & Iron Co. of Boston.

14 ***What was the* Flying Hamburger?**

In 1932 the German State Railways started to operate between Berlin and Hamburg, a train which probably had a greater influence on the spread of diesel passenger transport than any other in railway history. This was the two-coach *Flying Hamburger.* This train, 137½ feet long, had 102 seats, a small buffet, and two toilets and was powered by two V-type 12-cylinder Maybach diesel engines of the airless-injection type, using heavy oil and developing 820 hp.

After some experimental running it soon settled down to a schedule of 138 minutes for the 178.1 miles between Berlin and Hamburg, demanding a start-to-stop average speed of 77.4 mph and maximum speeds up to 100 mph—the first train in the world to require a three-figure speed for timekeeping. Not long afterward, similar streamlined diesel train-sets were working on a number of main lines to and from Berlin, and on various German cross-country routes also. But the *Flying Hamburger* deserves credit for setting the pace.

15 ***Your photo of Canadian Pacific's first diesel prompts me to ask what you can tell me about Canadian National's earliest diesel operation.***

In 1925, CNR began using eight railcars, each powered by a Beardmore diesel engine of 340 hp, with the very light weight of 2½ tons, which drove the generator. A striking test of the reliability of the engine was made by working one of these cars across the entire 2,930 miles from Montreal to Vancouver. During that run, despite intermediate station stops, the engine was never once stopped over a period of 67 hours continuously.

Three years later the CNR introduced a 2,660 hp diesel-electric locomotive, comprising two 2-D-2 units coupled, each with a 12-cylinder engine. But many years still were to elapse before diesel power began seriously to take over from steam on the railways of Canada.

Running Extra

Which U.S. railroads still use Morse for dispatching trains, on which divisions, and where?—Wesley Stead, Box 92, Effingham, Ill. 62401

Where can I get info. on coal-hauling railroads, past or present, in the Alleghenies, especially the old Campbell's Creek line that ran to Port Amherst, near Charleston, W. Va.?—Claude P. Chambet, Bel-Air 39, 200 Neuchatel, Switzerland.

I want details on the 4-6-0 engine and train shown regularly on TV program as the *Hooterville Cannonball.*—Clarence Carlson, 322 Madison Ave. S., Hopkins, Minn. 55343.

Who can supply info. on the ambulance-and-funeral car that Dr. Stewart L. McCuddy designed for use on the PCC&StL? A drawing of it appears in the book *National Association of Railway Surgeons,* published in 1891. Was such a car ever built, or were several of them built, and for how long did each one operate?—Festus von Blon, Box 6422, Waco, Texas 76706. (Ed. note: We have known of several funeral trolley cars and even railroad hospital cars, but have no record of the McCuddy car. If a photo is available, we'd like to publish it.)

A brief history of the now-defunct Wellington & Powellsville narrow-gage of North Carolina is wanted by Roger Chaney, 10 Ingraham St., Hempstead, N.Y. 11550.

All public timetables show the distance between the Penn Central stations in New York City and Newark, N.J., as 10.0 miles. Why, then, does milepost 8 stand only a short distance before Newark station? What is the correct distance from one station to the other?—Hugo Knight, 401 Broadway, New York, N.Y.

Facts, reminiscences, photos, and drawings of armored trains anywhere are sought by James Hall, P.O. Box 936, Menlo Park, Calif. 94025, who is writing a book on the subject. (Jim, don't fail to include the true story of Lee Christmas, the loco engineer who was fired from the Illinois Central for color-blindness, used an armored car in a revolution in Honduras, and became military dictator of that country.)

Regarding so-called "Bull Moose" engines, the Santa Fe had some fast passenger Atlantic types with high drovers which bore that nickname. They were in the upper-numbered 1400's and had an extra steam dome, grasshopper valve gear, and large exterior pipes down each side of the smokebox. I rode behind several of them in my youth. You'll find photos in Worley's book, *Iron Horses of the Santa Fe.*

Another reader asked why air-horns replaced whistles on some late steam locos. I can only answer for the SP's semi-streamlined 4-8-4's, the Daylight type, which had both steam whistles and air-horns at a time when diesel-powered streamliners were coming into vogue. Unlike those air-horns today which imitate steam whistles, earlier ones gave a loud raucous squawk which people associated with fast trains. Maybe the SP preferred to use them for grade crossings. —Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Answering a question in December issue, these Frisco diesels were named for racehorses: (E7's) 2000 Fair Play, 2001 Ranger, 2002, Commanche, 2003 Steel Dust, 2004 Dan Patch, and 2005 Winchester; (E8's) 2006 Traveler, 2007 Whirlaway, 2008 Messenger, 2009 Jet Pilot, 2010 Count Fleet, 2011 Gallant Fox, 2012 Flying Ebony, 2013 Sea Biscuit, 2014 Truxton, 2015 Steel Dust, 2016 Citation, 2017 Pensive, 2018 Ponder, 2019 Cavalcade, 2020 Big Red, 2021 Gallahadion, and 2022 Champion.—Steve Squibb, Rte. 1, Bolivar, Mo. 65613.

Which boxcars did Great Northern use in sky-blue color? Is any modeling or historical society devoted to GN?—Pat O'Reilly, 1405 Appalachee Dr., Huntsville, Ala. 35801.

Will some one give me a short history of the use of full-car-width diaphrams on Burlington and NYC streamliners of the 1950's? Why were they discontinued in favor of older, narrower diaphrams?—Stephen Levine, 255 Dexter St., Denver, Colo. 80220.

What happened to the Pennsy observation car *Mountain View*, also 7 similar cars (8421-8427) named for PRR presidents, and the Pullmans in the *Rapids, Imperial,* and other series names?—Douglas Nash, 217-16 136th Ave., Springfield Gardens, N.Y. 11413.

How did English locos with copper fireboxes handle the problem of electrolysis between copper and steel? What happened to the two German 2-10-0 locomotives, class 52, that the U.S. Army seized in wartime and brought to America?—Fred Hicks, Rte. 4, Box 213, Eugene, Ore. 97405.

Was Matt H. Shay, the Erie engineer for whom a giant locomitive was named, a relative of Ephraim E. Shay, originator of a geared type of engine?—Dick Colburn, Rte. 5, Box 441A, Swanton, Ohio 43558.

How many stainless-steel passenger cars did B&M have in the 1950's; what happened to them?—Peter White, 198 Front St., Exeter, N.H. 03833.

Brief history of Trona Ry. is wanted by Anthony Arocho, Jr., 145 Rogers Ave., Hightstown, N.J. 08520. (Ed. note: Incorporated March 12, 1913, standard gage, connects with SP at Hayden, Calif., 29.4 miles, freight only.)

Did the Rock Island ever have engines numbered 5100-5109; if so, where did they run—Ken Charlton, 417 Ave. D, Rochelle, Ill. 61068.

Wanted by Randall Gellem, Solebury School, New Hope, Pa. 18938, the words to song "The Rock Island Line."

Between which towns did Illinois Central 4-6-0 No. 64, with a Vanderbilt tender, run from 1901 to 1921, before she became NdeM 897?—Paul Douglas, 112 W. 21st Street, Vancouver, Wash. 98660.

Is ex-Reading 2102 still operating, and where?—Marshall Matthews, 126 N. Main St., Hampstead, Md. 21074.

Where is the world's longest rack and pinion railroad?—J. Gray, 77 High St., Newton, N.J. 07860.

I seek info. on ex-Pennsy decapod now owned and displayed by Westinghouse Air Brake Co. Also: did PRR ever own any Mallets except T-1 class 4-4-4-4?—Dan Bower, 334 Roley St., Belle Vernon, Pa. 15102. *(Ed. note:* The T-1's were not Mallets. Pennsy had some 2-8-8-0's.)

Where can I get facts about locomotive bells?—Wm. Thomas, 900 Palm Ave., Millbrae, Calif. 94030. (Ed. note: Sept. '49 *Railroad Magazine* had a 24-page illustrated article on them by Freeman Hubbard. Possibly you can buy that issue from Arnold Joseph, 2512 Tratman Ave., Bronx, N.Y. 10461, a dealer in old rail periodicals.)

I have an old lantern initialed "F.W.J. & S.R.R." please explain.—Gary Daniels, 4402, Dearborn, Mich. 48273. (*Ed. Note:* The Fort Wayne & Jackson & Saginaw. On Aug. 24, 1882, it was leased in perpetuity to the Lake Shore & Michigan Southern. Taken over by New York Central in 1914, it is now part of Penn Central.)

(a) Which American railroad had the first locomotive cab? (b) Which road was the first to use a caboose?—Garry Gangwer (retired LV electrician), 21 Eurana Ave., Weatherly, Pa. 18255. *(Ed. note:* (a) According to Angus Sinclair's *Development of the Locomotive Engine,* "the first locomotive built with a deck covered to afford protection to the engineman" was Beaver Meadow Railroad No. 1, a grasshopper type built by Garrett & Eastwick in Philadelphia in 1883 and named the *Samuel P. Ingham* for the road's president, who had the further distinction of being Secretary of the Treasury under President Andrew Jackson. The road, located near Hazelton, Pa., is now part of the Lehigh Valley. (b) The Chicago & North Western in the summer of 1863. See details in Bill Knapke's book, *The Railroad Caboose* (listed on page 59 of our current issue).

Aside from East Broad Top, are there any narrow-gage railroads in Pennsylvania or New York?—David Thompson, 2759 Buchanan Hall, Iowa State University, Ames, Iowa 50010. *(Ed. note:* No.)

Someone asked how many wooden cabooses the B&O is operating today. A large number are used in local freights, yard service, work trains, and other slow service, but all mainline freights and most branchline trains use steel, bay-window cabooses. Until recently, most B&O wooden cabooses were still painted red, but now are B&O yellow. Both new and rebuilt C&O-B&O crummies are painted blue with a gold strip. B&O also has some ex-C&O wooden cabooses which can easily be identified by their numbers—five digits, beginning with 90—as opposed to B&O's C types. I have seen wooden crummies numbered in the C-200, C-1900, C-2100, C-2200, and C-2600 series.

Incidentally, the dome of the Capitol at Washington, the road's emblem, is pictured on the noses of all B&O locos, the sides of all B&O cabooses, and on many freight cars, including the newest ones, acquired in 1942, and even on maintenance trucks.—George Arnott, 480 Broadway St., Middleport, Ohio 45760.

R.E. Mahoney wanted to know about the Hetch Hetchy. It is a reservoir near Yesemite, Calif., supplying water for the San Francisco area. A Shay and rod railroad, the Sierra Railway, used to serve this area both for mining and logging purposes. Dorothy Deane's excellent book, *Sierra Railway,* tells its story.—Capt. B.C. Wilson, USMC, 4212 N. Pleasant, Fresno, Calif. 97305.

Although, as your January department stated, the London & North Western's *Cornwall* had driving wheels of 8½ feet diameter, these were not the largest driving wheels ever used. Also in England, the 7-foot-gage Great Western's *Hurricane,* a "single," built in 1838, had 10-foot drivers. She and her sister loco, the four-coupled *Thunderer,* were unusual in being perhaps the first articulated steam locos with the tender on one assembly, the boiler on a second, and the cylinders and driving mechanism on a third assembly. The *Hurricane* is cited in Lionel Wiener's book, *Articulated Locomotives,* and in O.S. Nock's *Dawn of World Railways.* Apparently neither engine performed much useful service, although at least one of the pair attained a speed of 84 mph.

Another freak, similar in construction to *Cornwall,* was the French loco *L'Aigle,* with 9'4" drivers. We have no proof that even those engines hold the record for largest drivers on steam locos. Some other experimental type, possibly British, may have had larger drivers. But so far as I know, the *Hurricane* holds that record.—Christian White, 345 York St., Gettysburg, Pa. 17325.

A Meet With 86

by DON WATERS

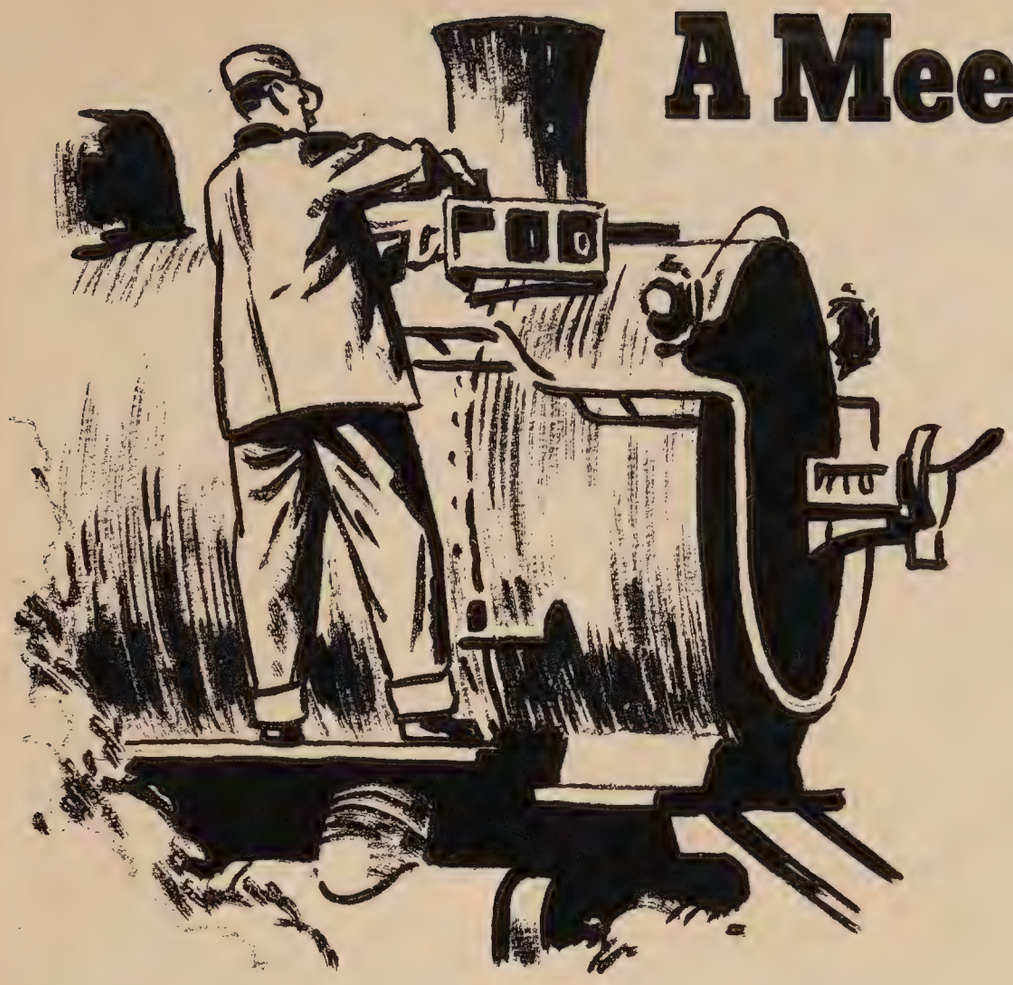


Illustration by Joseph Easley

A PONDEROUS, high-wheeled superheater, No. 1155, stood before the terminal passenger shed, with a sheen in the burnished whistle. A thin gray wisp of smoke rose from her short stack, keeping time to the irregular, heavy exhausts of her pair of air pumps.

To the passengers who streamed out through the depot gates toward the coaches No. 21 was only a train, a method of conveyance, and its black bulk of a locomotive was but an engine. But to big Jim Wentworth, the engineer, who stood beside the iron palings of the waiting-room fence, 21 was no ordinary train, and the 1155 was far more than a mere passenger engine.

The tons that made up the 1155, of wrought steel and cast iron, of turned brass and machined metal, of roaring, reverberating fire and swirling gases, of steam at 200 pounds pressure and of compressed air, ebbing and flowing through traps and valves—a man who knows all that can only learn it through long years of close association. And Jim Wentworth knew the 1155 as only a man knows a piece of machinery who loves it.

For twenty-five years he had been riding the windswept, jolting cabs of locomotives pounding over the division.

Standing before the waiting-room, the hogger watched passengers board his train while his thoughts ranged back over the way he had traveled since he went railroading. Way freight and local, drag freight and redballer, he had gone through the list. Then he worked as engineer on a local passenger for ten years.

His "age" accumulated, and now he stood for almost any run on the division. He'd bumped a man off trains 21 and 22. A good run, this. A short haul, just seventy miles to the junction at Crestmont, two hours up, a layover for two hours and twenty minutes, and then back on 22, the *Mountain Special*. He'd held this run now for more than a year.

TURNING, he looked toward the gate where the stationmaster sat on a stool. A blonde girl came through and Jim's face lit up. A wisp of a smile of tenderness eased the hard lines.

His daughter, Mary, was riding out on train 21 this morning. Mary was grown up now, the pulse of youth ebbing and flowing softly in her face. Lithe and free in her movements. Her eyes were as blue as the sea on a bright day, her legs were long and beautifully tapered, and her breasts jutted out in the full bloom of young womanhood.

Jim Wentworth walked rapidly toward her, all thoughts of his engine and the road driven helter-skelter from his mind. She held out her hands with a smile as he reached for her suitcase.

"Hi, dad! Did you think that I wouldn't make it?"

Big Jim fell into step beside her and walked along the station platform toward the Pullmans on the rear of his train. He held his head up proudly, looking straight in front, yet out of the corner of his eye he could see the admiring glances that railroad men directed toward the girl beside him.

Jim, who had railroaded so many years, knew what most railroaders were like and he wanted to keep himself between them and Mary.

"A bunch o' greasy roughnecks," he muttered under his breath.

An air of determination hardened on Jim's face. No railroad man for her! He recalled how just last night Mary had mentioned a young fellow named Billy West, who was firing on 86 and 87. She uttered his name in a manner that made the father's eyes narrow now to recall it. He helped his daughter up the steps of the Pullman car, ignoring the eager brakeman who hurried from the back end of the train at their approach.

"I'll see you at the end of the run, Mary," the hogger promised, handing her suitcase to the porter.

He walked a few steps ahead, stood watching her through the car windows as she made her way up the aisle. She sat down beside the window. He could see her profile clear-cut against the dark background of the car. As pretty as a movie star, but fresher-looking, bright-eyed, with a waving flame-shot crown of hair and a trim, neat figure—small wonder these fellows around the railroad were so attentive to her.

The conductor's voice aroused Jim Wentworth from his reverie.

"All right, hogger, here they are," he said, holding out a couple of train-order flimsies. "We got a meet with 86 up at Forty Mile. Then a slow order for the fill beyond it. The work train is dumping ballast on Forty Mile hill and their pump has broken down on her. The shop force is sending out another pump with us, and a machinist to put it on the work

engine. The pump is up in the baggage car. We've got to stop at the passing track long enough to unload it. They'll be waiting for us there."

Jim nodded as he took the train orders. He strode up ahead to his engine and climbed into the cab. He sat down on his seatbox, looked at his watch. Five minutes till leaving time.

"Buddy," he called across the cab to his fireman. "Here's what we got ahead today."

Then slowly and methodically he read the flimsies word for word to the fireman. The old runner had learned to take no chances of getting into a jam on account of a misunderstood train order. Having finished, he handed them to the ashcat to read again. Then he stood on his seatbox and adjusted the feed on his lubricator.

Wheet! Wheet! an air whistle piped its double note through the cab. Jim glanced back out the window. Mail and express trucks were being pulled away from the side of his train. Pullman porters were picking up their stools and climbing into the vestibules. The conductor back near the rear end lifted his hand in a highball signal.

"All aboard!" His voice sounded faint and far-away above the clatter of baggage trucks passing the engine.

Jim opened the bell-ringer valve. He twirled the sander, dropped the reverse lever down into the front corner of the quadrant, and kicked open the cylinder relief cock lever. Then he eased out on the throttle.

The 1155 moved, gathered way. As the engineer notched up the reverse lever the tempo of the exhaust changed. Passing the yard office, the 1155 was piling along at a good clip; and when the yard-limit board flashed by, the exhaust was a steady rumbling roar. Train 21 was wheeling along the steel at forty miles an hour.

FIVE MINUTES later, Jim had his train up to speed, shoving a mile behind him with each passing minute. Round the curves, up the grades, across the fills and through the cuts of the mountain division the long train pounded the rail joints, her exhaust swishing out her stack. Her big whistle kept raising the *waa! waa! wa! hoo!* of a crossing blow every few minutes.

The fireman steadily spaded coal. Now and then Jim glanced back at the long string of steel coaches trailing fast behind him, or ahead at the glistening rail treads, the twin shining paths of steel that led him on.

Past section shanty and flagstop, the 1155 drove steadily without a false note in all that blended chorus of locomotive sounds. The sun slowly crept up in the sky. Mists dissipated from the creek bottoms and the dew that sparkled on the insulators alongside the right of way dried off. No. 21 rolled over the steel with nothing to mar her morning's run.

A complacent smile settled on Jim's face as he glanced at his watch when a milepost went by. He was five minutes ahead of schedule. That five minutes would give them time enough at the top of Forty Mile hill to unload the air pump without running him behind the card. While they were doing that he'd have a chance to take on water at the tank there, too, and still get away on the tick.

At that instant his smile vanished. He'd have time for something else, Billy West or whoever he was, that young fellow firing on No. 86. Jim would see him this morning, would give him a broad hint that his vists to the house were without sanction.

That ashcat was getting too thick with Mary. He had been coming up pretty regularly now during the last couple of months. Better stop the thing before it went too far. He recalled how his daughter had stood up for him, called him "Mr. White," said he was an engineer and was firing only till he got a regular run.

Jim sat back on his seat, his body leaning forward, his left hand resting on the throttle, his gaze fixed unwaveringly ahead. The reverse lever beside him, standing almost upright, rattled and vibrated, the cab jolted and swayed as the trailer trucks underneath felt the pitch of a curve.

He leaned his head out the window, looked down at the blurred side-rods. He glanced ahead at the right-of-way, familiar as the palm of his hand through many thousand sights of it in the last quarter of a century.

Subconsciously, scarce realizing his actions, he shut off the steam, dropped his reverse lever, reached up, and yanked the whistle cord in a long crossing blow. Around the curve ahead lay a steep incline down a grade to a trestle, Devil's Dip, and up from the trestle lay a steeper grade to the top of the hill and the passing tracks at Forty Mile.

The 1155 would sweep down that grade and thunder across the wooden trestle over Devil's Run. Then, with a bellowing exhaust, she would climb the hill to the station at the top. Jim hoped that air pump for the work engine would not be hard to handle. He had five minutes. Surely they ought to get it out by then.

No. 86 would be in the sidetrack waiting for them, 86 and young Billy West. Jim touched the brass brake-valve handle. A shrill hiss sounded through the cab, as a hand on a dial on the boiler-head dropped slightly down the scale. The engine that was rocking from side to side from her speed on the down grade steadied.

Jim moved the brake valve back to release, nodded to himself. Yes, he'd do that. He'd stop beside 86's engine and get on her. No. Better yet, he'd call young Billy West over, tell him in a few choice words that he'd better get lost. And then suddenly his fireman screamed, pointing straight ahead.

JIM WENTWORTH followed the pointing finger. In that second he performed a series of motions, instinctively blended together as one movement. His right hand closed over the throttle. His left swept the brake valve into emergency, dropped, caught the sander valve and twirled it wide open while his other arm swung up, caught the whistle cord.

With a grating, screeching whine the brakeshoes clamped the steel tires and treads. Fire spurted from under the tracks back along the train, a series of sputtering pinwheels. A crisp, sharp smell of burning metal filled the cab. The frantic, abrupt staccato *wah-wah-wah!* of the big whistle tore to tatters the peace and quiet of a sunny morning in the mountains.

Just ahead, not a quarter of a mile from the 1155, an engine was coming fast down the slope of the hill toward No. 21. Not twenty feet behind her another followed—two runaways—the one in back a big freight-hauler following a 100-class locomotive.

Jim recognized the work-train hog. His sharp eyes could see no sign of engineer or fireman on either. His own tallowpot stood frozen for a half-dozen heartbeats and then yelled, "They're runnin' wild!"

Leaping across the cab, he stood poised in the gangway for a split second. Then he jumped, his feet astraddle, arms outflung, clear of the engine onto the side of the fill. A cloud of dust arose where he struck. He flopped over and over clumsily, like a sack of potatoes, and at last stopped rolling and lay still beside the dry ditch near the right-of-way fence.

With scarce a glance back at the fireman, Jim tugged and hauled the reverse lever back past center. He opened the throttle, felt the check and drag as the steam caught, and shoved its cushioning

might against the dead weight of the train rolling down the hill behind her.

He'd done all he could now. He wondered how it felt to be wrecked, his first experience. He prayed the coaches would not turn over on the fill. Mary would probably be safe—steel Pullman. Stand a terrific shock. Trestle near now. Done all he could. His record was smashed, his clean record. This was the end. He sat down, set his feet against the boilerhead, closed his eyes, and waited calmly for the shock.

TRAIN No. 86, with engine 927, gradually slowed down to fifteen miles an hour across Forty Mile hill. Up in the engine, the fireman leaned wearily on the windowsill, half hanging out the window. His face was blackened with coal dust and grease. White streaks ran down his cheeks where the perspiration had coursed through the dust and grime.

He was tired. This had been a hard trip. They had started out early this morning with a long string of loaded coal cars. Ten miles out, the first time the engineer applied the brakes, a couple of quick acting triples had gone into emergency, and they had jerked out a drawbar. That meant an hour's delay while the train crew chained the drawbars together.

No. 86 got under way once more with a dragging brake checking its speed. That car, too, had been found and the brakes cut out. But another half-hour was lost in the process.

Billy West, the fireman, was disappointed. He had wanted to get in on time today, wanted to get in before No. 21 pulled out. He'd missed that chance and lost the opportunity to put in a few words with Mary. She was going to Crestmont to spend a couple of days visiting. He had hoped to see her before she left. Glancing at his watch, he made a quick calculation. It was possible 21 would stop for a couple of minutes at Forty Mile telegraph shanty to take on water. There might be a possibility that she would—

An expression of anticipation broke through the grime on his face. By George, he thought, she might, and I could get a chance to talk to Mary then.

The freight pulled slowly across the fill between the two long lines of laborers who stood beside the right-of-way, picks and shovels in hand, waiting for its passing.

Billy West got a bucket from the locker in the tender behind him. He primed the injector, turned the washdown hose into the bucket, and half filled it with warm water from the injector overflow. Then he stripped to the waist, disclosing broad shoulders and a deep chest. As he bent over, scrubbing himself, the muscles on his back rippled under the skin.

He was putting his soap and towel back into the seatbox when the amused engineer called: "Hey, Billy, what ya dollin' up for? It's a long ways in yet." Then the engineer added: "So you too have fallen for her! But you're too late. Dandy Jack Miller on the work train is ace high, and all jake there."

The fireman grinned through the lather on his face.

THE EXHAUST deepened as the engineer opened up for the hill in front, and as No. 86 drove up toward the top, Billy West changed his soiled overalls for a clean pair, put on the newly laundered blue shirt, and knotted a red bandanna handkerchief around his neck. Then he smoothed his hair back and gazed at his reflection in the cab window beside him.

No. 86 rounded the curve, pulled to the level place at the top of the hill. The head brakeman came up over the decks and jumped down from the coal boards into the cab. The hogger shut off steam. His train slowed.

The brakeman unloaded, ran ahead, and threw the switch off the main line onto the righthand passing track. Along the track No. 86 slowly drove to a stop a hundred feet ahead of the telegraph shanty that stood beyond the main line and the left-hand passing track opposite, on which the work engine was standing.

The engineer turned to look in the little mirror hung on the cab wall behind him, straightened the handkerchief around his neck, and wiped a grease spot off his face.

"Guess I'll take a run over to the shanty and see what's ahead of us."

The fireman smiled. His smile deepened when he looked across the tracks shortly afterward and saw the little group in the shanty. The engineer and fireman of the work engine, the conductor, both brakemen, and his own engineer. All were there. Quite a popular place, the Forty Mile passing track shanty, since that petite red-headed operator had come on the day job. A cute thing she was, and quick on the repartee.

Billy West, still in the cab, glanced at the water in the glass, looked at the steam gage. Wish No. 21 would hurry along, he thought, priming the injector. He felt the thump when it caught. He pulled the injector handle clear back and a crackling rumble sounded as the check valve lifted and water streamed through the branch pipe into the boiler.

"Hope 21 gets a curve on her," he muttered, watching the bobbing line of the water level in the glass but an inch from the top.

He didn't want to flood the boiler, fill her too full of water. Neither did he want his engine to stand on the passing track blowing off steam. Just that much coal and water wasted. A good fireman prides himself on his ability to keep the steam-gage hand "on the pin" and yet never let the pops open.

That reminded Billy. He'd better take on water here. The old, dripping, wooden tank stood a dozen car-lengths back on the main line. In order to not lose any time when 21 passed, he got down from the 927, jerked the cut lever, and shut off the angle cocks on the air line. Then he climbed back into the cab and eased the throttle open. The 927 pulled ahead a few feet away from her train.

The fireman's hand was on the brake valve to stop her when a medley of shouts and cries startled him. He looked back out the cab window. The bunch who had been in the telegraph shanty strung out down the passing track were yelling and running fast.

Twenty-five feet in front of them the work-train engine was leisurely rolling along, picking up speed, driving down the passing track toward the main-line switch. Somehow a throttle leak which had been temporarily fixed had broken through. Too much for the block under the front drivers. The passing track was on a slight down grade, an incline that steepened when it neared the switch.

NOW the other engine was abreast of him, widening the gap between his tender and the half dozen men who ran after it. The fireman glanced ahead. A gray wisp of smoke rose hazily over the hilltop a mile in front. No. 21 was on the rails. She'd be running fast down the grade, running to negotiate the steep rise on the other side of Devil's Run trestle.

For a few seconds Billy West stood paralyzed. Then he acted. He jerked the throttle, opened the sander valve. With a bellowing roar the drivers slipped, caught their grip on the steel and the 927's low drivers pushed the rails behind as she leaped ahead.

The 927 accelerated rapidly till, in a short fifteen seconds, she had caught up to and was running parallel to the work engine with the width of the main line between them.

Ahead, not two car-lengths away, the switch angled off to the main line. As Billy West eased the 927's throttle fur-

ther open, the work engine took the closed switch, split it, and, with a side swing that threw a half-ton of coal off her tank, went on to the higher iron. Five seconds later the 927 jolted hard as it, too, split the switch. Ten feet ahead, the work engine galloped down toward where No. 21, hidden around the curve of the hill, was drilling along at a mile a minute.

Billy had jumped instinctively into this. Now he began to work his wits. Two things he had to do, and quick! He had to get aboard the work engine and stop her. He also had to stop the 927 after he did that or she would shove the work engine right along before her. Nor had he long to ponder. Around the bend on the hill above Devil's Run a shining brass-trimmed locomotive's front showed. The 1155. Billy jerked open the right-hand injector with a glance at the water glass now full.

Ten feet ahead, the work engine ran smoothly along. He'd have to close in on her. He opened his throttle another notch. Then he squirmed through between the boiler and cab side, smashed the glass out of the front cab door, and scrambled through and along the running board down onto the pilot beam.

Quickly the distance narrowed between the front end of 927 and the back end of the work engine. Ten feet, eight, then but five separated them!

He tensed and leaped. His fingers hooked over the edge of the tank; the 927 smashed against the back end of the work engine. The shock almost dislodged him—almost but not quite. For, with a swing and a heave, he was up on the back of the tank, across the coal, and down in the cab. One glance at the air gage and a panic swept over him. The hand was down to zero! No time to lose now.

GRABBING the reverse lever, he set his foot against the boiler-head, threw all his not inconsiderable strength into the pull. It came back hard, but it came. Would she stand it? Many an engine had stripped herself from just what he was now doing, but there was no other way.

Not ten car-lengths in front, a hurried glance showed him the 1155, her drivers slowly revolving backward, streaking fire in livid spurts from the rails while she slid down the hill toward him. Up from her whistle, little blobs of steam swept and a regular, sharp, *boot! boot! boot!* screamed a warning. He got the Johnson bar back, opened up on the steam. In another second the engine he drove spun her drivers to the accompaniment of a chattering, squealing, smoking complaint as steel rasped steel. He glanced back.

The 927 was dropping behind. A big spurt of dirty, sooty water blobbed out her stack. An engine could not work water, and he had left both injectors wide open on her. A half-smile settled on his face. The injectors had done their work. The 927 was flooded, her boiler full. She'd soon choke herself and stop.

The work engine was catching hold now, slowing down. A half dozen car-lengths in front, train 21 had stopped just beyond the trestle. Jim had got her under control. It was up to him now to stop the work engine. And he did it with but a foot to spare. She stopped, reluctantly came to a standstill, her mud-covered pilot scarce a hand's width from the shining, painted pilot of the 1155.

Billy West brought his reverse lever up to the center of the quadrant. Then he jumped down with the shaker bar in his hands and chocked the drivers on the work engine. After that he sprinted back to the 927, which slowly and laboriously worked down toward him. He knew that she soon would knock out a cylinder head unless he cut off that water now filling her cylinders. He slung himself through the gangway, shut the throttle, swept on the air, and opened the cylinder relief cocks.

When he got down and walked up toward the place where the two engines were standing he was surprised at the size of the crowd gathered around them. More passengers were coming from the coaches. But he scarcely saw them, for beautiful Mary Wentworth was approaching with tears of relief in her bright blue eyes.

He heard her father say admiringly: "Great stunt, that!"

Jim moved toward him. "Kid, I saw how you worked it. You caught her and then stopped her by working water. You've got a great head on you, all right—and a lot of nerve!" Big Jim's voice was husky, "You saved the 1155 from being smashed up!"

But the fireman did not see Jim's outstretched hand. Mary's arms were around his neck, her voice, half sobbing, close to his ear.

"Oh, Billy, my darling, you came through safe!"

Oblivious of the crowd, of her father, who stood watching in amazement just a few feet away, Mary Wentworth hugged the fireman. She took his sweaty face in her slim white hands and kissed him full on the lips.

IN DUE TIME, the 927 was coupled on backward to train 21 and was wheeling along at her best clip. The 1155 had slipped a tire and been set off in the siding. There was an hour's delay on 21 while the water was blown off the 927 and the steam worked up. Since the passenger fireman had been hurt from his jump, Billy West got orders to go back on 21 with her. They would send an extra engine and fireman out for his train.

Jim Wentworth sat on the 927's right-hand seatbox, bobbing to the vibration of the running engine, his face showed an expression of uncertainty. He reached up for the whistle cord and blew a long, lilting crossing blow. Then he studied the ashcat for a few moments.

Billy was ladling coal into the reverberating, flame-hot bed of the fire. From the glow of the blaze inside, his face was revealed as square-jawed and wide across the eyes. It was a boyish face and yet it had the expression of a man who would get what he wanted.

The old engineer reached out his hand. "I thought I knew all about Mary," he said, "but I see—Well, anyway, come on up to the house Sunday. Aw, hell, Billy." There was a hint of moisture in Jim's eyes. "Aw, hell, come up any time you feel that way! You're all right."

The Hoosac Tunnel & Wilmington's last locomotive, No. 16, a 44-tonner, is seen in the enginehouse at Readsboro, Vt., in June, 1971, a few weeks before the old "Hoot, Toot & Whistle" ended operations forever. The photographer rode with the engine crew that day and witnessed the activities of one of New England's last interstate short lines. James B. Armstrong, 315 W. 106th St., New York, N.Y. 10025

Trackside in the Diesel Age

IF YOU HAVE seen a couple of bright locomotives on the Bangor & Aroostook line wearing international orange, gray, and black and bearing the BAR's new symbol, it wasn't really a mistake. The design is the railroad's new locomotive color scheme and at least five units will be completed each year until the entire fleet is painted.

The new design is the product of diesel shop men at Northern Maine Junction, the engineering staff at Derby, and almost everyone else who expressed an opinion during the development stage of the project. And, contrary to the man who wrote that "a camel is a race horse designed by a committee," it's a dynamic, exciting design that fits the image of an up-and-coming company. At least, that's the initial reaction from railroaders who have seen it.

The paint job is also in line with recent recommendations of the National Transportation Board, which said that locomotives painted in wide bands of contrasting colors could reduce the dangers of grade crossings.

Changing a color scheme isn't something a railroad does casually, even a small road. Painting at the normal maintenance cycle rate, it will take several years to completely make the change for the BAR's fleet. And during that time, part of the fleet will be wearing the blue-and-gold design. There's also a lot of trial and error involved in producing a really satisfactory design, for a painted loco seldom gives the same visual impact that it did on the drawing board. Three units have been painted in evolving the design and each successive unit has had refinements that its predecessor did not have.

"The departure from conservative colors fits the change we have all made in our railroad," says Alan Dustin, executive vice president. "And, after all, there's no reason for a locomotive or a boxcar to be ugly just because it serves a useful purpose."

Turn now to another phase of operation. It's hard to believe that a Canadian dock workers strike on the west coast of Canada could possibly affect BAR earnings. But that's just what has happened. And it underscores a growing part of the railroad's business.

The dock strike in Canada didn't mean that the railroad was in danger of a red figure; the business isn't that big. It did mean that leased BAR locomotives wouldn't move cars of wheat and ore to the Canadian Pacific docks until the strike was settled. And while the locomotives sat idle, they didn't bring in their daily lease fee.

The Bangor & Aroostook has been leasing its surplus power to other railroads since 1955, when it leased the first units during the summer months to what was then the Pennsylvania Railroad. Because BAR's business is cyclical with heavy demands on motive power during certain months of the year, it makes economic sense to have surplus power bringing in dollars during those periods when the road doesn't need the power for its own traffic.

"But now we're working at the leasing business," explains Walter E. Travis, assistant executive vice president. "During the past year and a half, we've examined any idea that would bring us extra dollars. Obviously, we're in the railroad business, not the locomotive leasing business. But we can underwrite part of the maintenance costs of the entire locomotive fleet from the leasing program."

Our thanks to the Bangor & Aroostook for this article.

Pulled by a Southern engine, the Baker campaign special was routed over Southern and Louisville & Nashville trackage from one corner of the state to a far corner.

Whistle-Stop Winner

by Roger Heidelberg

Senator, with wife at his side, addressed the people of Tennessee at many whistle-stops. Photograph by David R. Williams

IN THE FINAL WEEK of his campaign for re-election to the United States Senate last fall, Howard H. Baker, Jr., of Tennessee revived a once-popular old practice that had become an anachronism in our Jet Age—a "whistle-stop" steam tour, taking his appeal face to face to the voters. Starting at Bristol in northeast Tennessee, on the Virginia border, he rode triumphantly, with many stops en route, to Memphis in the southeast corner of the state.

His rather unique train, which the Clinchfield Railroad supplied, followed a curving route, amid spectacular scenery, through the state's populous heartland. It consisted of an observation car with a rear platform for speechmaking and modern reclining-seat coaches, powered by a 90-year old steamer. Just the right combination of utility, comfort, and nostalgic appeal.

Photograph by Fred J. Griffith
Senator Baker (in center) waves to the trackside crowd as his train comes to stop in Memphia.

Four and a half years ago this train was born in the fertile brain of Clinchfield's general manager, Thomas D. Moore, Jr. He had often seen engine No. 1, an ancient 4-6-0, quietly rusting away near the car shops at Erwin, Tenn., and suddenly got the idea that if she could be restored to good working order she might make money for the company by pulling excursion trains. Checking on her record, he learned that the One-spot was built in 1882 at the Logansport, Ind., shops of the old Columbus, Chicago & Indianapolis Central, a road later absorbed into the Pennsylvania system and now part of Penn Central. He noted, too, that she was similar to the Altoona's class E's, with the firebox located between the two rear drivers.

Delving into history he found out that this engine had gone into emergency service in May, 1889, after a mighty flood had swept over Johnstown, Pa., pulling into the stricken city a relief train carrying doctors, nurses, medical supplies, food, and much-needed equipment. In fact, according to J.L. Lonon, the Clinchfield superintendent, it was the very first train to roll into Johnstown after the disaster.

Later, for many decades, the 4-6-0 served various railroads—the Chicago, St. Louis & Pittsburgh, the Ohio River & Charleston, the South Western, the Black Mountain, and finally the Clinchfield—before coming to rest and rust in the Clinchfield yards. In 1968 General Manager Moore looked at her thoughtfully, gave birth to an idea, and sent for his chief mechanical officer, Percy O. Likens.

"Percy," he asked hopefully, "reckon you could make her run again?"

Likens pondered a moment. "Sure, but it'll take time and money."

As Moore explained his conception of an excursion train, Likens listened intently, his face lighting up, and he nodded agreement.

"For one thing," he said, "we have some great scenery to offer the passengers."

That is true. The Clinchfield route from Elkhorn City, Ky., to Spartanburg, S.C., winds for 275 miles through the mountains. Where the peaks were too rugged to lay rails over, the builders bored into them. One stretch of line is breathtaking: for 13 miles between Marion and Spruce, N.C., the track runs through 18 of the line's 55 tunnels, making four complete loops across the Blue Ridge. Any cash customer should enjoy such a ride.

So Likens put his men to work on the old ten-wheeler. First they cut down a sapling that somehow had grown up between the engine and tender and then destroyed a weed garden. They had to re-ring the pistons, replace the injectors, rework the smokebox and flues, and build a new cab—in addition to a long list of "minor" items.

Likens himself could hardly believe it took his shopmen only two months to get the One-spot ready for the high iron, and was delighted. Meanwhile, the company had bought modern but surplus steel coaches from the Seaboard Air Line and

the Louisville & Nashville and an observation-parlor car from the Norfolk & Western. With the lamentable drop in passenger service, those three roads could easily spare such equipment. For additional power the Clinchfield acquired an F7B "blind" diesel locomotive from the L&N. This last purchase displeased steam fans who had observed the proceedings with lively interest. They said a diesel helper was out of place on a steam train.

But Moore insisted it was necessary. "Don't forget," he replied, "that our little lady is probably the oldest locomotive operating in America. With a tractive force of only 15,000 pounds, she wasn't built to handle heavy steel coaches. But she bosses the diesel, whose controls are in her cab. Incidentally, this is the only steam-diesel unit I know of."

Now that the excursion train was assembled, the general manager called on John Lukianoff, a native of Brooklyn, N.Y., who had migrated to Erwin to work as a clerk on the Clinchfield, and promoted him to promoter of the new excursion business. Lukianoff put together a colorful slide show and visited civic clubs, railfan and industrial groups, and children's camps, vigorously selling the "Clinchfield Special," as the newly-created train was called. Soon business began to flow in. By 1971 the Special was generating a tidy revenue of $100,000 a year.

The observation car, too, has an interesting history. Originally owned by the Wabash Railroad, it was regularly assigned to the *Wabash Cannon Ball.* Senator Robert F. Kennedy also used it on a whistle-stop campaign tour between Logansport and Fort Wayne, Ind., on April 23, 1968, less than two months before his assassination.

So, when Senator Baker decided that an oldtime whistle-stop tour might impressively wind up his campaign, the Clinchfield was ready with an authentic observation car, three coaches, the one-spot, and the diesel helper.

From the days of William Jennings Bryan to those of Harry Truman, campaign train patterns remained pretty much the same. A route would be selected and schedules publicized well in advance. On the appointed day the train would rumble into town, its bronze bell clanging a mellow call and its whistle wailing. The candidate would appear on the rear platform, make a short but rousing speech, and shake as many hands as he could before pulling out for the next stop.

The Baker Special followed the classic pattern. It left Bristol promptly at 9 a.m. on Monday, October 30th on Southern Railway tracks. The trip to Memphis was made in four legs—Bristol to Knoxville on Monday; Knoxville to Chattanooga on Tuesday; Chattanooga to Nashville on Wednesday; and Nashville to Memphis on Thursday. Then the train rolled from Chattanooga to Memphis on L&N rails. No one slept aboard the train at night. Tickets for coach seats were distributed free by campaign staffers to all who wanted to ride, whether only to the next stop or to the end of that day's run.

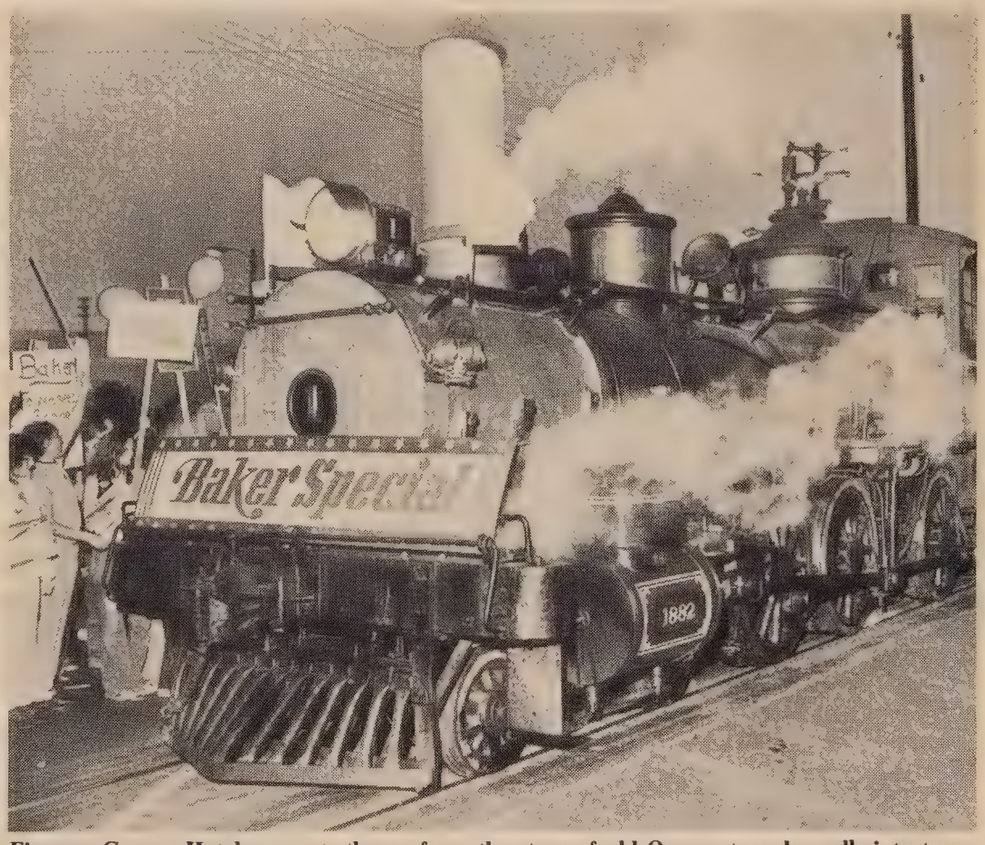
Political observers agreed the tour was a brilliant tactical move, worth every penny of the $11,000 it cost. With its whistle sounding like something out of TV's "Petticoat Junction," the train drew enthusiastic crowds. All along the way groups of people clustered, cameras clicking and tape-recorders turning. Some motorists with cameras drove their cars across open fields for a better view of the chugging little locomotive. Oldtimers tossed their hats and hurrahed; rural school children perched on fences waving their arms, covering their ears when the whistle screamed, and mothers lifted small boys and girls up to make sure they'd get a good look at something they might never see again.

No one enjoyed the train more than Senator Baker himself. Slim and sandy-haired, he moved easily through the coaches, chatting with passengers. Occasionally he sat down, his warm brown eyes fastened on someone wanting to talk with him. His unaffected interest in people must have been a major reason why Baker, a white Republican from conservative east Tennessee, drew substantial support from the black community, from independents, and even from many Democrats.

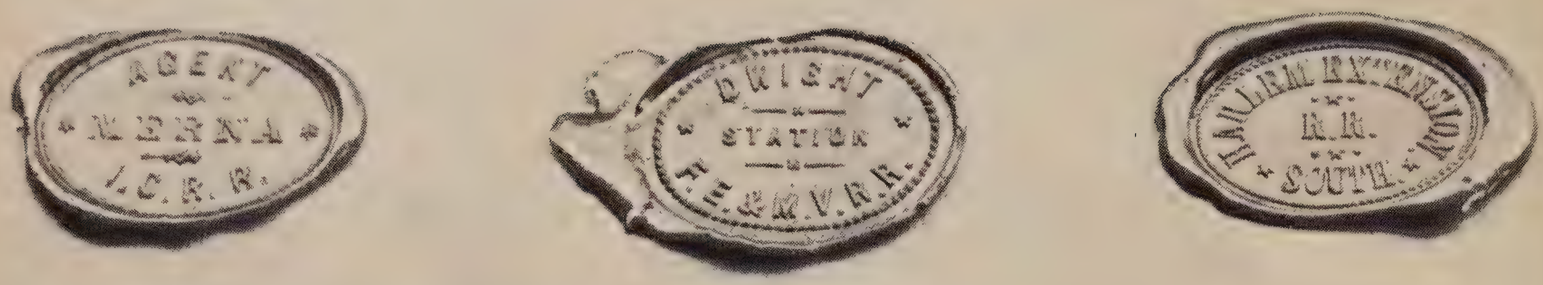
The Senator spent much time on the observation platform waving to folks in villages and at road crossings where the train didn't stop. On the third day out he got a mild case of motion sickness, possibly from riding backward so much; but his wife, Joy, quickly cleared that up with a tonic.

As the train was about to leave Lenoir City, near Knoxville, a delighted old gentleman shouted above the cheers of the crowd: "It takes me back sixty years, Senator, to the time ol' Teddy Roosevelt came through here on the Bull Moose ticket!"

Only time will tell whether or not the interest generated by this tour will give whistle-stop campaigning a new lease on life. If so, will the Clinchfield Special be available for campaigns in 1974 or 1976? Operating officials won't say. Even with diesel help, the durable little one-spot can't last forever. Metal fatigue sets in, parts become harder and harder to replace, and knowledgeable mechanics and machinists are not growing any younger. But she did her part in 1972. Senator Baker won re-election by more than 250,000 votes. ●



Fireman George Hatcher greets throng from the steps of old One-spot as she pulls into town.
Fred J. Griffith, staff photographer of The Commercial Appeal



Wax impressions made with typical oval sealers. (Below) Agent's tools: wax, sealer, and cash remittance envelope.

WAX SEALERS IN OLD DEPOTS

A SUMMER evening back in 1945. Scene: a small depot on a Union Pacific branch line. The old agent, R.A. ("Doc") Wright, is finishing his chores and has just closed an envelope holding the day's cash receipts. From an ancient desk drawer he removes a box of matches, a short piece of reddish-brown sealing wax, and a small tool, the wax-sealer. Adorning the envelope are three circles; in each are printed "Seal Here." Doc strikes a match, heats the wax. Then he drips a gob of melting wax onto one of the circles, presses the sealer's face onto it, and reads the clear embossed lettering: "Union Pacific R.R. Co., Genoa, Nebraska."

At least two seals were placed over the envelope closure flap. These could have been broken when the envelope was opened by someone in the railroad treasurer's office or a bank, so a third seal was affixed to the center circle below the flap to identify the station of origin. In bygone days, railroad and express agents all over the U.S. and Canada followed a similar procedure.

For many years matches were generally used to melt the wax, but previously a special type of lamp burning alcohol served that purpose. This was a small tin pot with a long curved spout containing a cotton wick to help ensure a clear, soot-free wax impression. Usually the wick had no cover to reduce the evaporation of alcohol; so the lamp was seldom used, due to the frequent need for refueling. But one such lamp, found in Oklahoma, has a .45 caliber Colt cartridge case fitted over its wick to conserve fuel, as a photograph shows.

Most of the wax sealers still extant have wooden handles and brass heads, or matrixes, of round, oval, or geometric shape and were manufactured between about 1920 and 1945. Earlier sealers had handles made from hand-turned, fine-grained, colorful wood or from brass, steel, or other metals. An occasional specimen indicates the division or particular office it was assigned to. This practice was rather common on the Pennsy, the Chicago, Milwaukee, St. Paul & Pacific, and a few other railroad systems.

Since numerous station offices used wax-sealers, their matrixes often had such wording as "Agent," "Freight Office," "Freight Agent," or "Ticket Office." A very few had such specialized designations as "Wabash Ry., Commissary Dept." and "P.R.R., Supt.'s Office, Philada., Terminal Div."

Many railroad agents also served as express agents and had wax-sealers for both functions; but your author has found only three sealers among the nearly 500 he has inspected that mention both. A very old one bears the words: "Wells Fargo & Co. Express—Nevada & California R.R., 1906," while a more recent type says: "Ry. Ex. Agy., Inc., U.P.R.R., Albion, Nebr." These are real collectors' items.

Today, more and more depots are being closed and branch lines abandoned. Aside from the wax-sealers owned by collectors and museums, such relics, now hidden away in desk drawers or junk boxes in decaying stations, will soon vanish.—Robert L. Oakley, Lt.Col. USAF (ret.) 907 West B St., North Platte, Neb. 69101.

Type of oldtime station in which wax sealers were used. (Below) Tin melting pots. One has an improvised cartridge wick cover.

All photographs by the author

STEVE MAGUIRE'S

TRANSIT TOPICS

St. Louis Car Co. recently completed two new 75-foot-long stainless steel rapid transit railcars of this type. They are named the "State of the Art." Built for U.S. Department of Transportation, Urban Mass Transportation. they will be demonstrated on subway systems in New York, Philadelphia, and Chicago.
Collection of George Krambles

TORONTO Transit Commission has decided that streetcars belong on streets rather than in museums. It voted unanimously to maintain service on a line that had appeared destined to be replaced by diesel or trolley buses. David Lacey, the Commission's vice chairman, says the entire five-man board wants "to retain streetcar operation in Toronto for all time."

Even so, the commission reaffirmed an earlier decision to remove streetcars from another line. They also indorsed a motion by Lacey to instruct TTC staff to find a company that still builds trolleys, to replace the city's 400 streetcars, most of which are at least 20 years old. A railfan group called Streetcars for Toronto Committee had crowded into the commission meeting to hear the debate. This news comes from Harry J. Ebert, 2745 Yonge St., Toronto, Canada.

ONE BY ONE, the big cities' privately-owned transit systems have been passing into public ownership: Detroit in 1922, New York City in 1932 and 1940, Cleveland in 1942, Chicago and Boston in 1947, and now the nation's last major privately-owned urban-transit line, O. Roy Chalk's District of Columbia Transit System, Inc. President Nixon signed a bill authorizing the Washington Metropolitan Area Transit Authority—what a long name!—to take over the deficit-ridden D.C. system. But as this company got into trouble by discarding rail operation years ago and is now operating over 1,000 buses, its fate doesn't concern us too much. However, District of Columbia Transit officials wanted to retain trolleys; government pressure forced the use of buses. *Time* magazine states:

"D.C. Transit's demise marks the end of an era. For nearly a century after Abraham Brower began running horse-cars along New York City's Broadway around 1830, privately owned transit systems throughout the U.S. were the only trams in town. Robber barons made fortunes on them, street traction stocks became a mainstay in widows' portfolios, and the Toonerville Trolley was enshrined on the funny pages. Then ridership began to fall off as automobiles flooded the streets, and local governments and independent transit authorities had to rush in and buy out the lines to keep them running. Then gradually the private companies fell into public hands."

In typical turn-of-the-century fashion, Cal Gerhard poses at rear door of Shade Gap Electric Ry. 172 at Obisonia, Pa., Sunday, Sept. 3, 1972. The little trolley came from Oporto, Portugal.
Ed Miller, 155 Mill St., Pittston, Pa. 18640

SEVERAL HUNDRED feet of added electric trackage will be used on Shade Gap Electric Ry.—operated by Railways to Yesterday, Inc.—at the 8th annual Winter Railroad Spectacular at Orbisonia-Rockhill Furnace, Pa., on the Feb. 17th-18th weekend. Don't miss it! At that time a newly acquired car, No. 249, will make a maiden revenue run prior to its formal dedication this spring. Three other electric cars also will cavort over the rails with passengers during the festive weekend.

No. 249 is a semi-convertible, open-platform type. Built in Philadelphia by Brill in 1904, it was the first double-truck car to run in Porto, Portugal's second largest city. After being in service there and well maintained for 65 years, it was shipped back to its native city by ocean freighter. Then it went to that part of southeastern Pennsylvania where RTY has its best collection of typical electric railway pieces. RTY also boasts a rail library as well as other rolling stock at various locations. This non-profit group is sponsoring a fund-raising drive to pay for the 249's purchase and delivery. Donations or a request for details should go to RTY's main office, 328 N. 28th St., Allentown, Pa. 18104.

A SNAKE rode a New York subway train on the Independent Division recently. We mean a real serpent, not a switchman. As you probably know, rail lingo for *switchman* was "snake," because of the large twisted "S" on old membership buttons of the Switchmen's Union of North America. A Transit Authority patrolman, Daniel Early, who was on the train about 7 p.m., spotted a closed cardboard box left on an empty seat. At first he thought it was a bomb. Warily lifting the lid a bit and shining his flashlight inside the box, he saw two narrow, glistening snake-eyes. When the train pulled into the next station he phoned for help.

A Transit Authority sergeant who knew something about snakes responded. After seeing its dark and light brown diamond markings, triangle-shaped head, and slanted eyes, he listed the snake as a potentially dangerous pit viper. Possibly a diamond-backed rattler. Early called the ASPCA, which soon took charge of the reptile. We don't know why the owner had left it on the subway nor whether or not he ever reclaimed it.

Elsewhere on the city's giant-size subway system, some 30 teenage members of the city's street gangs showed up the other day at Grand Central Terminal for a confrontation—with graffiti on a subway train.

The youths, members of such gangs as the Javelins, Turbans, Renegades, Ghetto Brothers, and Supreme Bachelors, thus began an assault on the swelling tide of graffiti that besmirches the city's walls and transit vehicles.

The alliance between gang members and the Metropolitan Transportation Authority (MTA) came about at the suggestion of Ralph Morales, a youth worker who has been instrumental in keeping peace among the gangs. He said the clean-up gesture was a "dramatic example of our positive and constructive intentions."

Los Angeles MTA No. 3156 moves down Broadway a few days before abandonment of car lines March 28, 1963. No. 3156 is at 7th and Broadway, once a busy trolley area; most L.A. narrow-gage yellow cars made this crossing on their many routes.

Gary G. Allen, 215½ East Palmer Ave., Glendale, Calif. 91205

Wearing their traditional denim outfits with gang names emblazoned on their backs, the youths applied an ammonia solution with nylon pads to brightly colored epithets, nicknames, and obscenities scrawled on a three-car train.

QUESTION from Edward Strahl, 69-18 65th St., Glendale, N.Y. 11227: "Who can tell me whether or not there ever was a grade crossing between a railroad with a catenary system and a streetcar or interurban line? If so, how was the crossing of the overhead wires accomplished?"

EL PASO'S international car line to Juarez, Mexico, resumed service with its PCC cars last October, after an absence from the streets of the Texas city since August, 1971, due to repairs along the route. According to *Short Circuit Bulletin,* published by the State's Electric Rail-

roaders Association, Milam Bldg., San Antonio, Texas 78205, there are now 17 operational trolleys on the 6-mile loop line into Mexico.

CLEVELAND Transit System lost another of its new airport rapid transit cars by fire in one of the tunnels to the Hopkins Airport on November 11th, writes Al Kleinsmith of Cleveland. It occurred only a few months after lightning destroyed another such car last summer. Both cars were gutted by flames. In the most recent instance, a two-car train was stored in the tunnel when fire broke out. No. 170 was completely destroyed, a second car was damaged, and the airport's electrical system was damaged, requiring a switch to emergency power until repairs were made to the underground cable line.

GREATER MIAMI (Dade County, Florida) is coming closer to having its first rapid transit system, thanks to the approval of a $132 million rapid transit bond issue by over 62 percent of the voters last November. Public support was given for a unified transportation system, *including aerial fixed guideway* and rapid transit and bus facilities. This sounds suspiciously akin to the Skybus fiasco at Pittsburgh, Pa., which ruled out any type of rail mass transit. Presumably the system will operate on its own aerial guideway: electric for clean and safe operation, rubber tired allegedly for quiet comfort, and automated for reliability and safety, with top speeds of 55 to 60 miles an hour.

Construction is due to start by mid-1974. Five years later, Dade County is expected to complete the 58.7-mile system, with 54 stations and a guideway built 15 feet above ground.

Some 320 electric cars will shuttle passengers between downtown Miami and most of the county's outlying areas, including the row of 1,000 hotels and motels along a 10-mile oceanfront.

PITTSBURGH'S Port Authority (PAT) received a well-deserved setback last November when Judge Anne X. Alpern issued a permanent injunction halting all further work on the controversial Skybus and Early Action projects that had been forced upon the city by a PAT administration that refused to respond to public demands. Donald K. Slick of Oil City, Pa., sent us the good news.

According to the *Pittsburgh Post-Gazette,* Judge Alpern, in a 104-page opinion and order, found that both PAT and the commissioners failed to comply with the state Port Authority Act which requires a plan, estimated costs of the program and a proposed method of finance, all to be approved ultimately by the county commissioners and to be advertised in a local newspaper.

Judge Alpern found also that Westinghouse Electric Corp. exercised an "illegal conflict of interest" by taking on the contract as systems manager of the proposed Skybus technology. She noted that the Rust Engineering Co. contract as systems manager has been terminated for "substitution" of Westinghouse, which had fathered the Skybus concept.

She found also that it had been illegal for the county and PAT to have "abandoned" the financing plan of 1963 approved by PAT and the commissioners to acquire Pittsburgh Railways Co. and 13 other independent bus companies by financing the acquisition on a revolving line of credit. As a result, the original plan to finance the cost was allowed to increase from 3½ to 6 percent.

PAT, she ruled, also ignored alternative technologies, including the Westinghouse Air Brake Co. (WABCO) steel-wheel proposal "at a saving of $100 million in construction cost."

Furthermore PAT refused to update its $228.5-million estimate of costs of construction of the Early Action Program "even though actual costs have added immeasurably to the original estimates of the cost of each portion of the project," she said.

PAT also proceeded with construction of the transit line without obtaining deeds of properties owned by municipalities, churches, or cemeteries, which, she noted, cannot be condemned under limited eminent domain powers in the Port Authority Act.

Finally, it subsidized local costs of the program by 7 percent bonds issued without a referendum, while 6 percent "peoples" bonds would be available with the consent of a voter referendum.

"The failure to use a people's bond issue is improperly motivated," she said, "by reluctance to test the people's opposition to Skybus."

PAT has appealed to the Pennsylvania Supreme Court from Judge Alpern's decision.

AT LONG LAST, it is possible that the Port Authority of New York and New Jersey may actually get into the mass transportation business in a significant way. Through the prodding of the governors of both states, the Authority now seems headed in that direction if both legislatures will exempt future revenues from the hobbles that have tended to confine Authority money to highway and related projects.

Proposals approved recently by legislatures of the two states provide that only future revenues will be free for mass transportation use and it is felt that this will pass the test of legality.

Once approved, the PA will link New York City with the Kennedy Airport via Long Island Rail Road trackage, while in New Jersey, it will connect Newark with its airport via Port Authority Trans-Hudson rails extending beyond it westward along Jersey Central tracks as far as Plainfield. Additional plans call for connecting Erie-Lackawanna passenger trains with New York's Penn Station through a direct rail line.

GUESS WHAT? The Long Island Rail Road has stopped issuing ordinary public timetables as an economy move, according to *Notes from Underground,* occasional publication of the Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, N.Y. 11103.

Only the so-called pocket timetables are now available. These show train times from New York, Brooklyn, and Jamaica, each to an individual station along the line. They are virtually useless for telling you how to get between stations other than the terminals. For example, a passenger wanting to go from Mineola to Huntington would have to consult both a New York-Mineola and N.Y.-Huntington timetable to have the least chance of guessing when his train might leave. This discourages off-peak riders, the ones whom the LIRR presumably wants most to win over to its lines.

CONVENTION of the Association of Railway Museums was held at Union, Ill., location of the Illinois Railway Museum, last October 20th to 23rd. Members approved incorporation of the ARM as a non-profit Illinois corporation. The group's next convention will be held this year near Toronto at the Ontario Electric Railway Historical Assn. museum site (also called the Halton Company, Radial Ry.), and the 1974 get-together will be at Seashore Trolley Museum, Kennebunkport, Maine.

TWO American cities may soon see their own rail rapid transit systems as the result of grants recently made by the U.S. Department of Transportation. In Baltimore, a grant of $22.5 million went to the Maryland Department of Transportation to assist in starting to build Baltimore's new rail rapid transit system.

The grant "also will aid in final engineering, design, and land acquisition for a section of Phase One of the Baltimore Region Rapid Transit System," according to Secretary of Transportation John A. Volpe. The entire 28-mile, 20-station Phase One double-track project is expected to be completed by 1980 at a cost of about $656 million.

"Today's Federal grant will pay for two-thirds of what it will cost to build 10 stations and lay 8.5 miles of rail track between the Baltimore City line and a point downtown near Baltimore and Gay Streets, just east of a proposed Charles Center Station," the Secretary said.

One-third funding will be provided by the state. Also included in this grant are funds to bring the rail line out of the Charles Center station to the vicinity of Light and Barre streets, just south of the proposed Inner Harbor station.

Furthermore, in Buffalo, N.Y., a Federal grant of $1.2 million for preliminary engineering studies has been given to the

Oriented toward people and passenger appeal, the two DOT experimental transit vehicles have tinted and tempered safety glass windows and dual spring system.

Niagara Frontier Transportation Agency, It will cover work on portions of the 12.5 mile line to run between downtown Buffalo and the North Campus of the State University of Buffalo, according to William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

Eventually, the Federal Government has pledged $171 million for the project, with the state expected to supply $99 million more toward the cost of the $257 million rapid transit system. Future planning is expected to deal with the acquisition of seven bus lines in Erie and Niagara counties for setting up a regional bus network to tie into the rapid rail system.

Other Department of Transportation grants include $9 million to Philadelphia's SEPTA for relocating 1.3 miles of the frankford elevated railway into the median of a segment of the new Delaware Expressway that will become Interstate route 95 through the city.

Another grant for relocation of a portion of the Frankford el will allow the city to tear down the existing elevated structure in an area between the Second Street station and the intersection of Front and Wilder streets. The el will run along the median of Interstate Route 95, now under construction. In addition, a new station at Spring Garden Street will replace the present el station at Fairmount Avenue. The project also provides for construction of a new transit power station in the I-95 right-of-way at Allen Street.

Frankford El is owned by the city and leased to SEPTA. The elevated transit line is six miles long, extending from Center City at Front and Market streets to Frankford Avenue and Bridge Street. Completed in 1922, it has been subjected to the passage of 20 million trains during the past 50 years and it carries 110,000 persons a day, about 10 percent of SEPTA's total daily ridership. To assure continued safe operation of the deteriorating Frankford El, SEPTA and the city will rehabilitate 4.7 miles of it.

Bay Area Rapid Transit (BART) was not left out in recent Federal grants. The latest is $38 million to help complete the 75-mile system. The Federal Government's financial investment in BART will, with this new sum, reach $178 million in direct capital grants, covering about 13 percent of the $1.4 billion BART system costs. The grant will help finish the remaining BART construction work along Market Street in San Francisco for initial use by the San Francisco Municipal Ry.

LACK of car orders and a sharp drop in profits may close the St. Louis Car Co. plant employing over 840 people in St. Louis, Mo., reports Robert Torbett, P.O. Box 3585, St. Petersburg, Fla. 33731.

MONONGAHELA INCLINE in Pittsburgh, Pa., was shut down for one day recently as a result of night-time vandalism that included theft of an amplifier valued at more than $100, according to Jim Cerny, our man in Pittsburgh.

ELECTRIC locomotive No. 3 of the now-dieselized Hutchinson & Northern Ry. in Kansas, spent a single day last fall on the Iowa Terminal RR line at Mason City, Iowa. Then it was ordered off the property and onto an unused private siding, where it still sits, bearing the ITRR series number 66, which the engine would have kept if it had been integrated into the ITRR roster. The motor originally came to the H&N from Kansas City Public Service. Though in good condition, its future is now in doubt, since few electric railway lines are left in the U.S.

News of Overseas

HEADLINE in a recent issue of the *Melbourne Herald* in Australia read, "Radio Call for the Tram Troops." This was a sequel to the abandonment last year of the system in Bendigo, Victoria, the world's last public Birney-car operators. As reported by two Australian readers, C. Huggard, Glenroy, Vict. 3046, and William F. Bolton, P.O. Box 197, Spit Jct., N.S.W. 2088, the Bendigo trams had been put under local control of Bendigo Trust by Victoria's State Electricity Commission for possible future operation of a museum-type service.

Several years prior, Fuel and Power Minister Balfour of Victoria had promised a Birney car to the Australian Electric Traction Museum based in Adelaide. Only four Birneys were left when operation ended, and the particular car had originally been shipped to Adelaide in 1925 from the Brill plant in Philadelphia and first used in Adelaide.

A group of AETM members went to Bendigo last October, brought the car out and jacked it up for loading onto a low-loader the next day. That night, however, word got around locally. Members of Bendigo Trust showed up at the barn, removed the jacks, put the car back inside of the barn, welded a piece of pipe to the rail in front of the car, and locked the barn doors.

One Trust director said: "We have borrowed the jacks for servicing, just to make sure they don't do it again, and we blocked the depot yard with our automobiles so they can't get the tram out."

THE MONORAIL linking Tokyo's airport with midtown appears to be thriving. Elsewhere in Japan, because of big deficits on a monorail built over six years ago in Himeji, the city authorities have applied for permission to abandon it.

THE LIST of world trolley museums we printed last December located the Wisconsin Electric Railway Museum at North Lake, Wis. But since J.H. Price of 48 Highlands Court, Highland Rd., London E.E. 19, England, compiled the list two years ago for *Modern Tramway* magazine, that society has moved to East Troy, Wis., where it is now operating along the five-mile line of the municipally-operated trolley freight route to Mukwonago, Wis. So says James Reichard (age 13), 1006 Grand Ave., Minitowoc, Wis. 54220.

The list mentioned the Connecticut Electric Railway Museum at Warehouse Point, Conn., but say that it operates its own two-plus-mile right-of-way, comments Alex Goff, 62 Cedar Ridge Rd., Newington, Conn. 06111.

Mr. Price finds in our version of his list some confusion resulting from our use of

Manx Electric Railway car bound for Ramsey on Isle of Man in 1967. Car still running.
R.E. Ruffell, 2 Victoria Villas, Little Sandhurst, near Camberley, Surrey, England

"o" to designate both operating museums and cars preserved by their former operators. In his opinion, we "created" several apparently operating museums which are nothing of the kind. He suggests the following changes to clarify and update the list and make it more accurate: In Denmark, delete "o" after Valby and omit Svanemollen, which is being evacuated. In Paris, omit "also" and change initials to AMTUIR. In Germany, delete every "o." In Great Britain, drop "o" after Edinburgh. In Hungary, spell "Koziekedesi." In Italy, delete "also." In Netherlands, add Hoorn, Tramweg Stichting (which runs steam trams but displays 15 electric cars). In New Zealand, spell "Paekariki." In Spain, delete "o."

As a service to readers, we are glad to have published Mr. Price's list and we thank him for it. Like him, we regret the typographical errors. We regret, too, that the copy of his list as sent to us originally did not include South Africa, Switzerland, or Turkey. If anyone will mail us the data of those three countries we will print it.

New Electric Publications

The Red Arrow, **by Ronald DeGraw, 450 pages, 8½x11", with hard cover, is a long-awaited story of the former Philadelphia Suburban Transportation Co. rail lines, now the Red Arrow Division of the Southeastern Pennsylvania Transportation Authority. The book was published by Haverford Press, Inc., Box 93, Haverford, Pa. 19041, to sell for $25.**

This system was incorporated in 1848 as the Philadelphia & West Chester Turnpike Road Company, authorized to take tolls from the horse-drawn vehicles that rolled out of the Quaker City toward West Chester. In time, track was laid along it for horsecars. Later came steam dummys and finally electric cars. The amazing thing about this company (and one reason why the book should prove very popular to railfans) is that it remains today—under new ownership, of course—as one of the few suburban rail transit lines still operating trolleys.

Photographs, old and new, comprise more than half of this large book. Much of the text covers the development of the rail lines, particularly in their later years under control of the Merritt Taylor family. But the operations during those years are only briefly noted. This is a book with excellent page makeup, 500 photographs, and a detailed roster with scale drawings by Andrew W. Maginnis, all on fine coated stock.

Trolley Talk, Vol. 4, **a soft-cover collection of issues 61 to 80 (1966-'70) of the publication of that name, produced bi-monthly by Richard and Birdella Wagner, 59 Euclid Ave., Cincinnati, Ohio 45215. This 8½x11 journal carries stories of traction lines for juicefans and trolley modelers, also maps, track diagrams, and 38 car plans, priced at $9.**

Cars of Sacramento Northern **is a photographic roster of equipment first published in 1963 and now in its second edition. This 112-page book may be had for $5 from the author-publisher, Ira L. Swett, 8438 Mountain View Ave., South Gate, Calif. 90280.**

Electric Railway Cars and Trucks, 1905, **reprint of a 1905 catalog of John Stephenson Co., Elizabeth, N.J., has 88 pages, 11x8½", and soft cover. Put out by Glenwood Publishers, P.O. Box 194, Felton, Calif. 95018, it sells for $5.95. This book is sub-titled "Modern Types of City and Interurban Cars and Trucks." The trucks include all Brill Company types, for Brill had purchased the Stephenson Company in 1904. Included are numerous builder's views of city and interurban cars and, even more valuable, detailed diagrams and dimensions with photos of each of the many types of Brill car trucks. A clothbound edition is available at $8.95.**

To save time, send all *Transit Topics* letters directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

BOOKS OF THE RAILS

PORTRAIT OF THE RAILS: *From Steam to Diesel,* by Don Ball, Jr., introduction by David P. Morgan, 304 pages, 10x11½", with 300 photographs, much text matter, indexed, full-color jacket photos on front and back, New York Graphic Society, 140 Greenwich Ave., Greenwich, Conn. 06830, $19.95.

We have seen innumerable rail-picture books since Lucius Beebe, the Petronius of our hobby, began putting them out in the grand manner many years ago, but none has surpassed *Portrait of the Rails* in photographic quality or elegance of design. This new volume is massive and monumental, superbly bound and weighing four pounds. Most of its illustrations glorify the Steam Age, but diesels and electrics also are abundantly shown. Action shots galore, steam, smoke plumes, day and night scenes, views of engine servicing, railroaders at work, and close-ups of valve gear, builder's plates, driving wheels, and the like—but no fantrip, wreck, cutter's torch, or static builder's photo—combine to make this opus a treasure-house of rail lore.

Don Ball is almost the only top-ranking shutter artist in his field, in this country, whose work has never, until now, appeared in our magazine. That, he says, is because he was saving his best photos for "the book" and he didn't want us to use any of his lesser shots. Besides his own camera studies, the gallery represents numerous picture-makers whose names are household words to railbuffs.

The author's literary style is nostalgic, but the *piece de resistance* is Dave Morgan's introduction. Text matter is printed in large, easy-to-read type. Generous amounts of white space well-placed on all pages give a sense of freedom and beauty and set off the fine photography to good advantage.

CHICAGO & NORTH WESTERN POWER: *Modern Steam and Diesel 1900 to 1971,* by Patrick C. Dorin, 192 pages, 8¼x10½", handsomely bound, copiously illustrated with photos and scale drawings, full-color jacket and two-page 6-color map; Superior Publishing Co., Seattle, Wash., $12.50.

Last month we ran a C&NW cover painting and this month we have an article on "Chicago Locomotive Builders;" both tie in with Dorin's new book. The author has worked for three different railroads and has written two previous books, *Lake Superior Iron Ore Railroads* and *Commuter Railroads;* so he is well

qualified to handle his latest. C&NW fans and all others who go in for railroad histories and a multitude of loco pictures and specifications but do not insist on human-interest shots, anecdotes, or colorful writing should like this volume very much. Dorin is now working on a history of domeliners.

BRIDGE & TRESTLE HANDBOOK FOR MODEL RAILROADS, by Paul Mallery, introduction by A.C. Kalmbach, 152 pages, 11x9½", staple binding, text matter, over 300 illustrations, also structural steel shapes, clearances, conversion tables, index, The Builder's Compendium, Cossayuna, N.Y. 12823, $5.95.

A complete how-to-do-it book for miniature bridge enthusiasts.

TRAIN SHED CYCLOPEDIA No. 1: Locomotives selected from 1922 *Locomotive Cyclopedia,* 104 full-size pages, 8¼x11½", reprinted from original edition, scale drawings, photos, text matter, and specifications, Newton K. Gregg, publisher, Novato, Calif. 94947, $4.95.

TRAIN SHED CYCLOPEDIA No. 2: Switching and Freight Locomotives from 1930 *Locomotive Cyclopedia,* 86 full-size pages, 8¼x11½", reprinted from original edition; scale drawings, photos, text matter, and specifications; Newton K. Gregg, publisher.

TRAIN SHED CYCLOPEDIA, No. 3: Box, Stock, and Refrigerator Cars from 1931 *Car Builders' Cyclopedia,* 80 full-size pages, 8¼x11½", reprinted from original edition, scale drawings, photos, text matter, and specifications, Newton K. Gregg, publisher.

These three reprints, all paperbacked, are valuable aids for railfans in general and modelbuilders in particular. The originals of those old classic *Cyclopedias* are almost impossible to locate today.

CORRECTING a typographical error: *The Railway Foundry Leeds* sells at $20 a copy postpaid not $7.50 as our review in Nov. '72 stated. This is one of the alltime great books on steam locomotive building, with 206 large pages and 180 photos and drawings. The English parish in which the foundry stood had more locomotive builders per square mile than any other city on earth. The book is available from Goose & Son Publishers Ltd., Warner House, Folkstone, Kent England.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

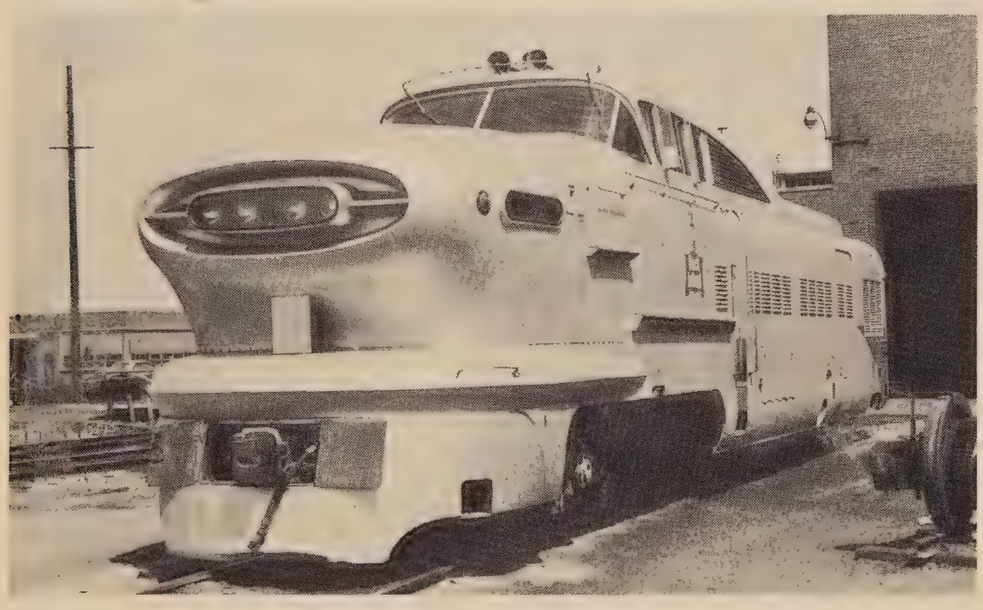
The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
PORTRAIT OF THE RAILS, Don Ball	$19.95	($18.75)
THE RED ARROW, by R. DeGraw	$25.00	($23.75)
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
ELECTRIC RAILWAY DICTIONARY, (reprint)	$19.95	($19.00)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
GREAT POEMS OF RAILROAD MAGAZINE	$ 4.95	($ 4.70)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, by T. T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, by Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Bob Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)

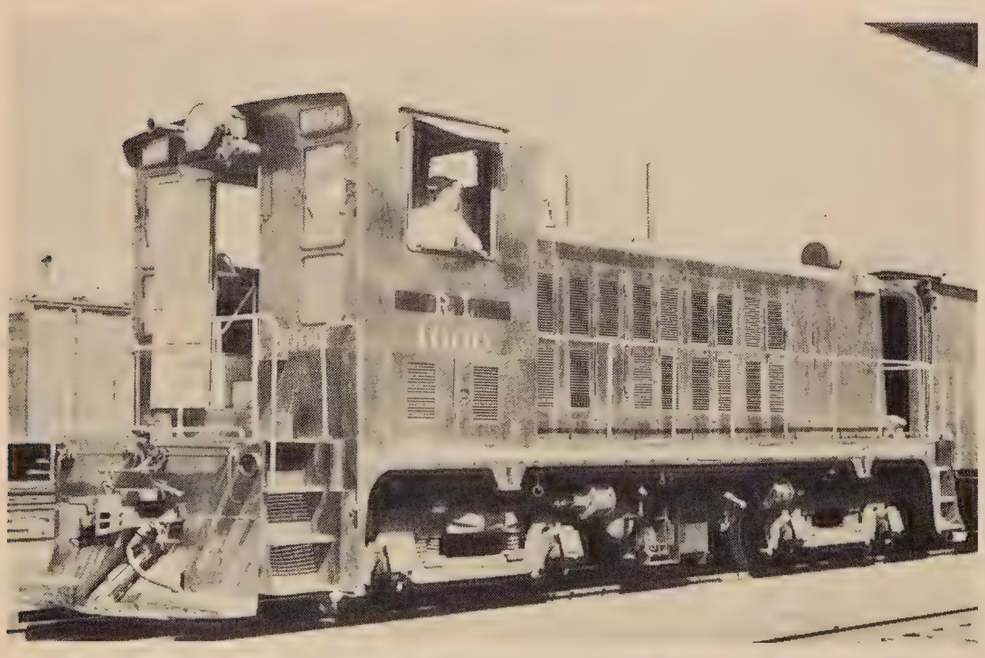
Chicago, Rock Island & Pacific Railroad

Motive Power Roster Compiled by Sy Reich

The 623 is an efficient Alco-GE unit of 2000 hp, shown here waiting for a green board.
First five photographs by Sy Reich



Rock Island motive power.



CRI&P yard switcher No. 1000, built by Whitcomb, working in yard at Rock Island, Illinois.

Rock Island Roster Notes

Roster is based on data from CRI&P's manager, mechanical engineering & research; Chicago's Gravel's treasurer; LS&I's supt. of motive power, Precision National's traffic mgr., Louis Mims; Department of the Army's chief, Materiel Transportation and Handling Systems Div.; and Arkansas Kraft's plant engineer. It is accurate as of July 24, 1972.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; GE, General Electric Co.; Dav-Bes, Davenport Besler; FM, Fairbanks-Morse & Co.; Alco Pr., Alco Products; GM-EMC, General Motors-Electro Motive Corp.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; LH, Lima-Hamilton; GEIR, General Electric Co.-Ingersol Rand Co. Tractive effort and weight are in pounds.

The following units are still on the CRI&P roster: 10, 12-13, 101, 104, 106, 108, 109, 111, 117-118, 120, 123, 124, 190-211, 213-220, 222-238, 240-281, 285-305, 307-309, 311-333, 340-344, 345-351 (2nd), 352-360, 361-377 (2nd), 378-396, 403-404, 406, 409, 415-424, 430-441, 451-454, 456, 470, 472-473, 475, 489, 497, 529-546, 550-559, 561-563, 610, 613-614, 615 (2nd), 618, 620, 630, 639, 641-646, 649-650, 652-655, 657-665, 675-677, 750-751, 765-780, 795-797, 811-840, 900, 902-915, 920-936, 940-949, 1200-1239, 1250-1300, 1302-1353, 4100-4111, 4150-4168, 4700-4719, 4800-4804, 4900-4909.

(1) These units were scrapped: 1 (4/65); 71, 90, 97, 90B, 96B, 98B (10/63); 88, 92, 88B, 93B (11/63); 93, 92B (12/63); 72, 74, 76, 72B, 73B, 98, 99, 89B; 647 (3/66).

(2) 2-3 were originally GM-EMD 1000-1001, then CRI&P 2-3 (1958). 2 was donated to National Railway Museum, Green Bay, Wisc. (9/66). 3 was donated to National Museum of Transport, St. Louis, Mo. (9/66).

(3) 100B-109B renumbered 10-19.

(4) 120B-123B renumbered 20-23.

(5) 145B-152B rebuilt by GM-EMD, renumbered 134B, 131B, 128B, 130B, 132B, 135B, 133B, 129B (1954-6), then renumbered 34, 31, 28, 30, 32, 35, 33, 29.

(6) 97B rebuilt to 1331 (1957).

(7) 145-160 rebuilt by GM-EMD, renumbered 128-143 (1954-6).

(8) These units were scrapped: 345-346 (1st); 350 (1st); 374 (1st) (4/61); 601; 602-604 (1st); 605-606; 632B; 623-624; 761 (8/61); 762 (5/60); 763 (10/63); 764 (11/63); 1301.

(9) 400-401 were repowered by GM-EMD (1958); sold to GE.

(10) 450-454, 456 were repowered by GM-EMD (1957-8). 450 was sold to GE; then to LS&I, renumbered 1611 (1966); then to Rail to Water Transfer Corp.

(11) 463 rebuilt by Alco Pr., renumbered 475 (1960).

(12) 500-528 were traded for 550-563 and 900-914 (1957-9). 510 was assigned to Peoria Terminal.

(13) 598-599 were originally Pullman RR. 20-21, then CRI&P 598-599 (1949).

(14) 632B-634B renumbered 602-604 (2nd). 637B-642B renumbered 607-612. 675B, 677B renumbered 615, 617 (1st). 632B was scrapped without being renumbered.

(15) 621 repowered by GM-EMD (6/53).

(16) 627 wrecked at Cline KS (6/27/53), then traded to GM-EMD for 656.

(17) 643 was originally GM-EMD demonstrator 952, then CRI&P 643 (4/1/50).

(18) 700-701, 705-707 were repowered with Alco-GE engines by CRI&P (11/58, 11/56, 5/62, 4/60, 9/59).

(19) 731-732 were originally Toledo Terminal 101-102, then CRI&P 732-732 (1959).

(20) 746-749 were sold to U.S. Army, rebuilt by Alco-GE to C-C wheel arrangement, renumbered 8007, 8004-8006 (11/42), and sent to Turkey during World War II. USA 8007 was disposed of in an unknown manner. USA 8004-8006 were leased to Alaska Railroad, renumbered 1041 (7/51), 1031 (8/50), 1042 (7/51); then returned to USA, renumbered USA 8004-8006. The USA has no record of 8005's present whereabouts.

(21) 750-751 rebuilt to 2000 hp by CRI&P.

(22) 758-759 were originally BLHW demonstrators 1200-1201, then CRI&P 758-759 (8/53). 758 was sold to Pan American Engineering; then to Southwest Lumber Mills, renumbered 758; then sold to Asarco, renumbered 1.

(23) 795-797 were originally N.Y., Ontario & Western 111-113; then CRI&P 795-797 (1959).

(24) 839-840 were originally Wichita Falls & Southern 801-802, then CRI&P 839-840 (1954).

(25) 1000-1016 were originally Canadian National 7803-7817, 7819, 7820; then CRI&P 1000-1016. 1016 was sold to Des Moines & Central Iowa, renumbered 1000 (10/55), then scrapped. 1002 sold to Big Rock Stone & Material Co., renumbered 1002 (1/61), and scrapped. 1006 leased to Great Southwest as their numbered 1006 (5/59). 1005, 1008, 1013-1015 sold to Precision Engineering (4/70), and scrapped.

(26) 1256 rebuilt to a GP18M (1961).

(27) These units were sold to GM-EMD in trade for new power and were scrapped: 11, 14-16, 18-22, 25, 27-30, 32-35; 38-40, 45-46 (7/65); 49 (1970); 100; 102 (1970); 103, 105, 107, 110, 112-116, 119, 121-122, 125-127, 129, 132-139, 142-143; 354, 363-366, 369-370 (all 1st) (4/65); 361-362, 367, 371-373, 376-377 (all 1st) (8/66); 402, 405, 408, 410-411; 425-429 (6/55); 471, 485, 487, 491-492, 496; 598 (8/66); 599, 603-604 (2nd); 608-609, 611-612, 617 (2nd), 619, 625-628, 631, 632-637, 648; 651, 656 (2/65); 700-701; 702-704 (4/65); 705-707; 716 (8/66); 717-718, 722-723, 725-726, 728; 730 (4/65); 731 (12/66); 732 (10/66); 737 (6/66); 738, 744; 760 (4/65); 798 (5/65); 800-801 (3/65); 802 (4/65); 804 (3/65); 1000 (9/66); 1003 (1/67); 1006 (12/66); 1010, 1012 (12/66).

(28) 41 destroyed by fire and traded to GM-EMD for 1322 (5/57).

(29) These units were sold to GE in trade for new power: 48 (10/65); 70, 73, 75, 77, 70B (8/64); 368 (1st); 375 (1st); 407 (7/66); 455, 457-462, 464-469 (10-12/65); 474, 486, 490, 493-495, 498; 629 (7/66); 739 (4/66); 759 (6/66); 799 (4/66); 803 (7/66); 805-806 (7/66); 1001 (6/69); 1004 (11/68); 1007 (12/68); 1009, 1011 (11/68). Of these, 469 was leased to Maine Central for a period of opera-

tion, while 1001, 1004, 1007, 1009, 1011 were sold to Precision Engineering and scrapped.

(30) 89, 91, 94-96, 71B, 91B, 94B-95B, 99B were traded to GM-EMD for 1344-1353 (11/61).

(31) 121, 676B wrecked at Nora Springs, Iowa (5/10/63), then traded to GM-EMD for 1238-1239 (10/63).

(32) 212, 221 wrecked at Logan, N.M. (3/9/66), then traded to GE for 254, 261 (9/66).

(33) 306, 310 wrecked at Logan, N.M. (3/9/66), then traded to GM-EMD for 360; 361 (2nd) (9/66).

(34) 622 sold to Precision Engineering, scrapped (2/63).

(35) 362 (1st) renumbered Warren & Ouachita Valley 100, then CRI&P 362 (1st).

(36) 735-736 sold to Precision Engineering. 743, 745 sold to Hyman-Michaels (3/68). 743 sold to Birmingham Rail & Locomotive, then to Chatahoochee Valley, renumbered 743 (1968).

(37) 621, 640 sold to Louis Mims (1968), who scrapped the units but salvaged engines, generators, and traction motors for use on off-shore drilling rigs or dredges.

(38) These units sold to GE in trade for 290-299 (1968): 1004, 1007, 1009, 1011, 490, 493-494, 131, 450. These units sold to GE in trade for 285-289: 31, 128, 130, 140-141. Of these, 1004, 1007, 1009, 1011 were sold to Precision Engineering and scrapped.

(39) 613-614, 615 (2nd), 616, 617 (2nd), 618-620 were originally Union Pacific 930B-931B, 936B-939B, 946B-947B, then CRI&P 613-614, 615 (2nd), 616, 617 (2nd), 618-620 (1969).

(40) 615, 617 renumbered 25, 27 (3/69).

(41) 662 was originally UP-C&NW E6A LA-4 (2nd), then UP-C&NW 987J, then UP 924A, then rebuilt to an E9A, renumbered UP 900; then sold to CRI&P, renumbered 662 (1969). 663-665 were originally UP E3A 5-M-1A, E6A 7-M-1B, E6A 9-M-1A, then UP 951A, 954A, 956A, then rebuilt to E9A's, renumbered UP 901, 903, 905; then sold to CRI&P, renumbered 663-665 (1969).

(42) 560 rebuilt at Silvis to 900 hp, renumbered 915 (7/68).

(43) 657 was originally C&NW E7A 5007B, built in 1945; then purchased by UP and rebuilt to E8A UP 925 (1952), then sold to CRI&P, renumbered 657 (1969). CRI&P 658-661 were originally UP 930, 935, 937, 941; then CRI&P 658-661 (1969).

(44) 1006 was leased to Great Southwest as their 1006.

(45) 4800-4804 were originally Illinois Central 600, 602, 604, 609; then Precision Engineering 600, 602, 604, 609; then CRI&P 4800-4804 (1970).

(47) Monon 36 sold to CRI&P via Precision Engineering. CRI&P 607 sold to Industrial Maintenance Service, then to Precision Engineering. Monon 36 sold to GM-EMD in trade for GP40's (1970).

(48) 743 sold to Birmingham Rail & Locomotive, then to Chattahoochee Valley, renumbered 743.

(49) 10000 retired in 1950, scrapped (5/52).

(50) 101 (1st) renumbered 730 (5/23/40).

(51) 4900-4909 were originally Pittsburgh & Lake Erie 8712, 8708, 8710, 8713, 8740, 8741, 8742, 8747-8749, then CRI&P 4900-4909.

(52) These units, not otherwise accounted for, are no longer on the roster: 17; 23; 42-44, 47, (1970); 488; 499; 616; 638.

(53) 240-254 are uprated U25B's.

(54) 347, 349 (1st) sold to Hyman-Michaels, then to Tarelton Contracting (10/51). 348 (1st) was sold to Chicago Gravel, renumbered 500 (6/51).

(55) 721 sold to Arkansas Kraft Corp. (10/67), scrapped. 719, 724, 729 sold to Hyman-Michaels (3/68). 720, 727 sold to Precision Engineering.

(56) 901 rebuilt by CRI&P, renumbered 780 (5/6/71).

(57) 1275, 1321 rebuilt by CRI&P with chop noses.

(58) 1308, 1329 rebuilt by GM-EMD (1953).

(59) 4100 was originally UP F3B 1550B, then rebuilt to F9B, renumbered 509B; then sold to CRI&P, renumbered 4100. 4101 was originally UP F3B 1449B, then renumbered UP 1406C, then UP 1528C, then rebuilt to an F9B, renumbered UP 517B; then sold to CRI&P, renumbered 4101. 4102-4103 were originally UP F3B's 1442B, 1446B (2nd), then renumbered UP 1500B, 1504B, then rebuilt to F9B's UP 520B, 522B, then sold to CRI&P, renumbered 4102-4103. 4104 was originally UP F3B 1464B (1st), the renumbered UP 1422B, then UP 1522C, then rebuilt to an F9B, renumbered UP 523B; then sold to CRI&P, renumbered 4104. 4105 was originally UP F3B 1444C, then renumbered UP 1502C, then rebuilt to an F9B, renumbered UP 524B; then sold to CRI&P, renumbered 4105. 4106-4107 were originally UP F3B's 1552C, B, then rebuilt to F9B's, renumbered UP 531B-532B; then sold to CRI&P, renumbered 4106-4107. 4108-4110 were originally UP F3B's 1458C (1st), 1452C (1st), 1456B (2nd), then renumbered UP 1516C, 1510C, 1514B, then rebuilt to F9B's, renumbered UP 536B, 539B-540B; then sold to CRI&P, renumbered 4108-4110. 4111 was originally UP F3B 1554C, then rebuilt to an F9B, renumbered UP 542B; then sold to CRI&P, renumbered 4111. All units were converted to F9B's in 1958-9 and purchased by CRI&P in 1972.

(60) 4150 was originally UP F3A 1453 (1st), then renumbered UP 1510, then rebuilt to an F9A, renumbered UP 503; then sold to CRI&P, renumbered 4150. 4151 was originally UP F3A 1406A, then renumbered UP 1406 (1st), then UP 1517, then rebuilt to an F9A, renumbered 507; then sold to CRI&P, renumbered 4151. 4152-4153 were originally UP F3A's 1559, 1561, then rebuilt to F9A's, renumbered UP 513, 515; then sold to CRI&P, renumbered 4152-4153. 4154 was originally UP F3A 1454 (1st), then renumbered UP 1509, then rebuilt to an F9A, renumbered UP 517; then sold to CRI&P, renumbered 4154. 4155 was originally UP F3A 1411A, then renumbered UP 1411, then UP 1518, then rebuilt to an F9A, renumbered UP 518; then sold to CRI&P, renumbered 4155. 4156 was originally UP F3A 1443, then renumbered UP 1528, then rebuilt to an F9A, renumbered UP 519, then sold to CRI&P, renumbered 4156. 4157-4158 were originally UP F3A's 1424A, 1416A, then renumbered UP 1424, 1416; then UP 1524, 1522, then rebuilt to F9A's, renumbered UP 521-522; then sold to CRI&P, renumbered 4157-4158. 4159-4160 were originally UP F3A's 1458 (1st), 1451 (1st); then renumbered UP 1505, 1512; then rebuilt to F9A's, renumbered UP 524, 528; then sold to CRI&P, renumbered 4159-4160. 4161 was originally UP F3A 1440A, then renumbered UP 1440, then UP 1526, then rebuilt to an F9A.

Chicago, Rock Island & Pacific model NC-1, No. 707, rests in sun at Chicago, Illinois.

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
1	1200	GM-EMD	LWT12	B-1	30,600	188,900	1956	1
2-3	1200	GM-EMD	LWT12	B-1	30,600	188,900	1955	2
10-19	1500	GM-EMD	F7B	B-B	37,000	222,100	1949	3,27,52
20-23	1500	GM-EMD	F7B	B-B	61,900	247,500	1951	4,27,52
25,27	1500	GM-EMD	F7B	B-B	60,800	243,000	1949	27,40
28-35	1500	Alco-GE	FB-1	B-B	56,800	228,200	1948	5,27,38
38-49	1350	GM-EMD	F2A	B-B	57,400	229,700	1946	27,28,29,52
70-77	1350	GM-EMD	FTA	B-B	56,600	226,500	1945	1,29
70B-73B	1350	GM-EMD	FTB	B-B	53,400	213,400	1945	1,29,30
88-93	1350	GM-EMD	FTA	B-B	56,800	227,000	1944	1,30
88B-93B	1350	GM-EMD	FTB	B-B	54,500	217,800	1944	1,30
94-99	1350	GM-EMD	FTA	B-B	56,800	227,000	1944	1,30
94B-99B	1350	GM-EMD	FTB	B-B	54,500	217,800	1944	1,6,30
101 (1st)	900	Alco	HH900	B-B	58,500	234,000	1939	50
100,101 (2nd), 102-119	1500	GM-EMD	F7A	B-B	37,000	230,000	1949	27
100B-109B	1500	GM-EMD	F7B	B-B	37,000	222,100	1949	3
120-127	1500	GM-EMD	F7A	B-B	37,000	230,000	1951	27,31
120B-123B	1500	GM-EMD	F7B	B-B	61,900	247,500	1951	4
128-129	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27,38
130-131	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,38
132-134	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27
135	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27
136-139	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27
140	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,38
141	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,38
142	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27
143	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7,27
128B-135B	1500	Alco-GE	FB-1	B-B	56,800	228,200	1948	5
145-149	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7
150-160	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7
145B-152B	1500	Alco-GE	FB-1	B-B	56,800	228,200	1948	5
190-199	3300	GE	U33B	B-B	48,360	271,800	1969	
200-211	2500	GE	U25B	B-B	53,000	264,000	1963	
212-224	2500	GE	U25B	B-B	53,000	264,000	1964	32
225-238	2500	GE	U25B	B-B	53,000	264,000	1965	
240-249	2800	GE	U28B	B-B	?	264,000	1966	53
250-253	2800	GE	U28B	B-B	43,360	262,000	1966	53
254	2800	GE	U28B	B-B	43,360	269,300	1966	32,53
255-260	2800	GE	U28B	B-B	48,360	268,688	1966	
261	2800	GE	U28B	B-B	48,360	268,688	1966	32
262-281	2800	GE	U28B	B-B	48,360	268,688	1966	
285-289	3300	GE	U33B	B-B	48,360	272,900	1969	38
290-299	3300	GE	U33B	B-B	48,360	272,900	1968	38
300-314	2500	GM-EMD	GP35	B-B	47,400	259,900	1965	33
315-319	2500	GM-EMD	GP35	B-B	47,400	259,900	1965	
320-324	2500	GM-EMD	GP35	B-B	47,400	259,900	1965	
325-333	2500	GM-EMD	GP35	B-B	47,400	259,900	1965	
340-344; 345-351 (2nd); 352-359	3000	GM-EMD	GP40	B-B	43,200	265,800	1966	
360;361 (2nd)	3000	GM-EMD	GP40	B-B	43,200	265,800	1966	33
362-377 (2nd); 378-381	3000	GM-EMD	GP40	B-B	43,200	265,800	1966-7	
382-393	3000	GM-EMD	GP40	B-B	43,200	265,800	1969	
394-396	3000	GM-EMD	GP40	B-B	43,200	265,800	1969	
345-349 (1st)	180	Dav-Bes	30 ton	C	15,100	60,300	1941	8,54
350 (1st)	180	Dav-Bes	30 ton	C	15,100	60,300	1940	8
351 (1st)	264	Dav-Bes	44 ton	B-B	22,000	88,000	1939	27
361 (1st)	360	Dav-Bes	44 ton	B-B	22,000	88,000	1939	27
362-366 (1st)	360	Dav-Bes	44 ton	B-B	22,200	88,800	1940	27,35
367-371 (1st)	360	Whitcomb	44-DE-5	B-B	22,200	88,800	1940	27
372-376 (1st)	360	Dav-Bes	44 ton	B-B	22,200	88,800	1941	8,27
377 (1st)	360	Dav-Bes	44 ton	B-B	22,400	89,300	1942	27
400-401	1500	FM	ALT 200,2A	B-B	65,300	261,000	1948	9
402-411	1500	GM-EMD	FP7A	B-B	44,000	252,000	1949	27,29
415-424	1500	Alco Pr.	DL-415	B-B	?	259,000	1966	
425-429	1500	GM-EMD	BL2	B-B	60,700	242,200	1949	27
430-441	1500	GM-EMD	GP7	B-B	37,000	246,200	1950	
450-454	1500	Alco-GE	RS-2	B-B	43,500	240,800	1948	10,38
455-467	1600	Alco-GE	RS-3	B-B	61,900	247,400	1950	10,11,29
468-469	1600	Alco-GE	RS-3	B-B	61,900	247,400	1950	29
470-474	1600	Alco-GE	RS-3	B-B	50,000	243,500	1951	27,29
475	1600	Alco-GE	RS-3	B-B	50,000	247,400	1950	11
485-499	1600	Alco-GE	RS-3	B-B	50,000	257,300	1951	27,29,38,52
500-509	600	GM-EMC	SW	B-B	50,000	200,000	1937	12
510	600	GM-EMC	SW	B-B	50,000	200,000	1937	12
511-518	600	GM-EMC	SW	B-B	50,000	200,000	1938	12
519-528	600	GM-EMC	SW	B-B	50,000	200,000	1938	12
529-536	600	GM-EMD	SW1	B-B	48,450	193,800	1942	
537-546	600	GM-EMD	SW1	B-B	48,950	195,800	1949	

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
550-563	660	GM-EMD	SW900	B-B	57,625	230,500	1957	12,42
598-599	660	Alco-GE	S1	B-B	50,000	199,000	1941	13,27
601; 602-604 (1st); 605-606	1200	GM-EMC	TA	B-B	56,600	226,400	1937	8
602-604 (2nd)	2000	GM-EMD	E7B	A1A-A1A	52,700	313,700	1946	8,14,27
607-612	2000	GM-EMD	E7B	A1A-A1A	47,000	317,600	1946,8	14,47
615,617 (1st)	1500	GM-EMD	F7B	B-B	62,200	248,600	1949	14,40
613	2250	GM-EMD	E8B	A1A-A1A	45,600	333,000	1950	39
614; 615 (2nd); 616; 617 (2nd); 618	2250	GM-EMD	E8B	A1A-A1A	45,600	333,000	1953	39,27,52
619-620	2250	GM-EMD	E8B	A1A-A1A	45,600	333,000	1953	27,39
621	2000	Alco-GE	PA-1	A1A-A1A	56,700	226,600	1941	15,37
622	2000	Alco-GE	PA-1	A1A-A1A	56,700	226,600	1940	34
623	2000	Alco-GE	PA-1	A1A-A1A	56,700	226,600	1940	8
624	2000	Alco-GE	PA-1	A1A-A1A	56,700	226,600	1940	8
625-626	2000	GM-EMC	E3A	A1A-A1A	53,200	315,700	1939	27
627-629	2000	GM-EMD	E6A	A1A-A1A	53,200	315,700	1940	16,27,29
630-631	2000	GM-EMD	E6A	A1A-A1A	47,000	324,100	1941	27
632-636	2000	GM-EMD	E7A	A1A-A1A	53,700	319,000	1946	27
632B-634B	2000	GM-EMD	E7B	A1A-A1A	52,700	313,700	1946	14
637-642	2000	GM-EMD	E7A	A1A-A1A	47,000	319,000	1946,8	27,37,52
637B-642B	2000	GM-EMD	E7B	A1A-A1A	47,000	317,600	1946,8	14
643	2250	GM-EMD	E8A	A1A-A1A	58,000	327,500	1949	17
644-649	2250	GM-EMD	E8A	A1A-A1A	58,000	331,700	1951	1,27
650-655	2250	GM-EMD	E8A	A1A-A1A	58,000	332,700	1952	27
656	2250	GM-EMD	E8A	A1A-A1A	?	340,000	1953	16
657	2250	GM-EMD	E8A	A1A-A1A	45,600	334,700	1952	43
658	2250	GM-EMD	E8A	A1A-A1A	45,600	334,700	1950	43
659-660	2250	GM-EMD	E8A	A1A-A1A	45,600	334,700	1953	43
661	2250	GM-EMD	E8A	A1A-A1A	45,600	334,700	1953	43
662-665	2400	GM-EMD	E9A	A1A-A1A	48,600	342,000	1955	41
675-677	1500	GM-EMD	F7A	B-B	41,200	252,200	1949	
675B-677B	1500	GM-EMD	F7B	B-B	62,200	248,600	1949	14,31
700-701	900	GM-EMC	NW1	B-B	63,100	252,400	1938	18
702-707	900	GM-EMC	NW1	B-B	63,100	252,400	1938	18,27
716-720	1000	Alco-GE	S2	B-B	57,500	230,000	1948	27,55
721-725	1000	Alco-GE	S2	B-B	56,900	227,600	1945	27,55
726-729	1000	Alco-GE	S2	B-B	56,900	227,600	1942	27,55
730	900	Alco-GE	HH900	B-B	58,500	234,000	1939	27,50
731	1000	Alco-GE	S2	B-B	57,500	230,000	1946	19,27
732	1000	Alco-GE	S2	B-B	57,500	230,000	1946	19,27
735-739	1000	Alco-GE	RS-1	B-B	59,500	237,800	1944	27,29,36
740-741	1000	Alco-GE	RS-1	B-B	59,500	237,800	1943	36
742-745	1000	Alco-GE	RS-1	B-B	59,500	237,800	1943	27,36
746-747	1000	Alco-GE	RS-1	B-B	59,500	238,000	1941	20
748-749	1000	Alco-GE	RS-1	B-B	60,500	242,000	1941	20
750-751	1000	GM-EMD	AB	A1A-A1A	47,000	324,600	1940	21
758-759	1200	BLHW	S-12	B-B	59,900	239,400	1953	22,29
760-761	1000	Baldwin	VO1000	B-B	59,500	237,800	1943	8,27
762-764	1000	Baldwin	VO1000	B-B	59,500	237,800	1944	8
765-774	1000	GM-EMD	NW2	B-B	61,800	247,200	1948-9	
775-779	1200	GM-EMD	SW9	B-B	61,625	246,500	1953	
780	1200	GM-EMD	SW900	B-B	59,025	236,100	1959	56
795-797	1000	GM-EMD	NW2	B-B	61,225	244,900	1948	23
798-799	1000	Dav-Bes	112ton	B-B	56,400	225,400	1950	27,29
800-801	800	LH	Yd.Sw.	B-B	56,900	227,400	1950	27
802-806	800	BLHW	S-8	B-B	58,500	234,000	1952	27,29
811-813	800	GM-EMD	SW8	B-B	58,200	232,800	1950	
814-822	800	GM-EMD	SW8	B-B	57,400	229,600	1952	
823-835	800	GM-EMD	SW8	B-B	57,400	229,600	1952	
836-838	800	GM-EMD	SW8	B-B	57,400	229,600	1953	
839-840	800	GM-EMD	SW8	B-B	57,400	229,200	1953	24
900-914	900	GM-EMD	SW900	B-B	56,680	230,200	1959	12,56
915	900	GM-EMD	SW900	B-B	56,680	230,200	1957	42
920-936	1200	GM-EMD	SW1200	B-B	62,050	248,200	1965	
940-949	1500	GM-EMD	SW1500	B-B	62,000	257,500	1966	
1000-1014	500	Whitcomb	75-DE-12c	B-B	37,500	150,000	1950	25,27,38
1015-1016	500	Whitcomb	75-DE-12c	B-B	37,500	150,000	1950	25
1200-1212	1500	GM-EMD	GP7	B-B	37,000	244,000	1951	
1213-1224	1500	GM-EMD	GP7	B-B	37,000	244,000	1951	
1225-1237	1500	GM-EMD	GP7	B-B	37,000	244,000	1951	
1238-1239	1500	GM-EMD	GP18M	B-B	37,000	257,400	1963	31
1250-1262	1500	GM-EMD	GP7	B-B	37,000	257,000	1952	26
1263-1287	1500	GM-EMD	GP7	B-B	37,000	256,500	1952	
1288-1292	1500	GM-EMD	GP7	B-B	37,000	257,300	1952	
1293	1500	GM-EMD	GP7	B-B	37,000	256,500	1953	
1294-1299	1500	GM-EMD	GP7	B-B	37,000	257,300	1953	
1300-1311	1500	GM-EMD	GP7	B-B	37,000	257,000	1952	8,58
1312-1321	1750	GM-EMD	GP9	B-B	41,200	256,400	1957	57
1322	1750	GM-EMD	GP9	B-B	41,200	256,400	1957	28
1323-1330	1750	GM-EMD	GP9	B-B	41,200	257,600	1959	58
1331	1750	GM-EMD	GP9	B-B	41,200	257,600	1959	6
1332	1750	GM-EMD	GP9	B-B	41,200	257,600	1959	
1333-1343	1800	GM-EMD	GP18	B-B	41,400	256,600	1960	
1344-1353	1800	GM-EMD	GP18	B-B	41,400	256,600	1961	30
4100-4111	1750	GM-EMD	F9B	B-B	44,600	248,310	1948	59
4150-4168	1750	GM-EMD	F9A	B-B	44,600	247,180	1948	60
4700-4719	3000	GM-EMD	GP40	B-B	43,200	264,100	1970	
4800-4802	600	GM-EMD	SW1	B-B	24,000	199,000	1939-40	45
4803-4804	600	GM-EMD	SW1	B-B	24,000	199,000	1946	45
4900-4903	1000	GM-EMD	NW2	B-B	61,225	244,900	1947	51
4904-4909	1000	GM-EMD	NW2	B-B	61,225	244,900	1949	51
10000	300	GEIR	----	B-B	63,500	254,000	1930	49

Rock Island EMD rebuilt Alco-General Electric freight unit idling at Silvis, Illinois.

renumbered UP 529; then sold to CRI&P, renumbered 4161. 4162 was originally UP F3A 1461 (1st), then renumbered UP 1502, then rebuilt to an F9A, renumbered UP 531; then sold to CRI&P, renumbered 4162. 4163 was originally UP F3A 1555, then rebuilt to an F9A, renumbered UP 533; then sold to CRI&P, renumbered 4163. 4164 was originally UP F3A 1415A, then renumbered UP 1415, then UP 1521, then rebuilt to an F9A, renumbered UP 534; then sold to CRI&P, renumbered 4164. 4165-4167 were originally UP F3A's 1550, 1558, 1563; then rebuilt to F9A's, renumbered UP 535, 537-538; then sold to CRI&P, renumbered 4165-4167. 4168 was originally UP F3A 1412A, then renumbered UP 1412, then UP 1519, then rebuilt to an F9A, renumbered UP 539; then sold to CRI&P, renumbered 4168.

No. 648 in Goose Lake area of Illinois.

Roster Corrections

Printers seem to have difficulty in setting technical data accurately. The following typesetter's errors were made in our Illinois Short Lines roster (Jan. '73): Tractive effort of BRC 490-495 should be 70,490 and weight 281,950. Horsepower of BRC 500-501 and 510-511 should be listed as 1200. Numbers of the first two groups of 500 class engines should be 500A, B-501A, B and 502A, B-506A, B.

Note 44 should read: EJ&E 101-117 were rebuilt, renumbered 701 (4/24/57), 702 (10/15/60), 903 (2/8/56), 704 (12/21/60), 705 (9/16/57), 906 (5/13/58), 707 (10/16/56), 708 (12/12/56), 909-910 (1/13/58, 5/31/58), 711 (1/2/58), 912 (5/12/56), 913 (6/28/58), 914 (7/16/58), 915 (7/31/56), 916 (3/21/58), 717 (10/5/62). EJ&E 118 sold to Industrial Maintenance Service (12/66). EJ&E 119-125 rebuilt, renumbered 919 (6/28/57), 920 (2/23/58), 921 (4/13/57), 722 (3/3/61), 723 (2/13/57), 924 (1/24/58), 925 (10/16/58).

Note 71 should read: EJ&E 700A-701A were originally Baldwin 6001A, 6001A1; then EJ&E 700A-701A (1/1/50); then Baltimore & Ohio 847, 849, class DF-9 (3/11/55); then B&O 4200-4201, class FB-1. B&O 4200 was scrapped (1962). B&O 4201 was traded to GM-EMD for SD35's. These were cab units.

Note 73 should read: EJ&E 700B-701B were originally Baldwin 6001B, 6001B1; then EJ&E 700B-701B (1/1/50); then B&O 847X, 849X, class DF-9X (3/11/55); then B&O 5200-5201, class FB-1X. B&O 5200 was traded to GM-EMD for SD35's. B&O 5201 scrapped (1962). These were booster units.

Note 108 should read: TRRA class E-6 was originally class D. TRRA 503 and 507 were scrapped. TRRA 504 was sold to Belton Railroad, renumbered 504. TRRA 501, 505-506, 508 were sold to Hyman-Michaels, then to Columbus & Greenville, renumbered 501, 505-506, 508. TRRA 502 was sold to Granite City Steel.

Note 109 should read: TRRA class A-6 was originally class D-1. TRRA 521-522 were sold to Lipsett Steel. 521 was resold to Joe Moody Equipment Corp., then to Luria Bros. & Co. and scrapped. 522 was resold to Proler Steel, renumbered 522. TRRA 523-524 were scrapped.

We omitted the following data, which should appear as new note 109: BRS 471 was rebuilt to a GP7L (1958).

George R. Silcott gives us additional information for our Chicago, Burlington & Quincy roster (Dec. '72). Note 5 should now read: 9120 was sold to Newark Farmers Grain Co. It was eventually acquired by Silcott, who sold it to Industrial Maintenance Service, which scrapped it. — Sy Reich.

HOBBY CLUB

conducted by Sy Reich

THE DEMAND for historical railroad tours and excursions in 1972 was greater than ever before," says Fred A. Stindt, chairman of the Pacific Coast Chapter of the Railway & Locomotive Historical Society based in San Francisco.

Fred reveals that the historians and the patrons for their tours rolled up more than one million passenger miles on the nation's railroads this year. "This," he says, "is an amazing record." In discussing Amtrak operations, he notes a steady upgrading in service and operations and points out it is obvious that the operating railroads, especially those serving the West Coast, are working harder than ever before to insure Amtrak's success.

Tour and travel profits of R&LHS are used to restore historic rolling stock and artifacts for the California State Railroad Museum now being planned for construction along the banks of the Sacramento River in old Sacramento by the California State Department of Parks and Recreation, the Sacramento Trust for Historic Preservation and the Pacific Coast Chapter. To date, the latter has spent large sums of monies to transform rotted, rusting hulks into museum-quality showpieces.

The collection it has assembled, including the only two extant engines of the first transcontinental railroad, was recently rated by the Smithsonian Institution as one of the great and significant collections in the United States.

Although a generation or more has passed since the steam locomotive and the streetcar were prime factors in transporting Americans, they are not entirely gone. Last November 10th, 11th, and 12th a convention was held in Milwaukee by the Tourist Railway Association, Inc. (TRAIN). This is a national trade grouping of trolley and railroad museums, steam excursion operators, and owners of private railroad cars.

"A crisis of sorts exists for many of us," says John P. Killoran, vice president and prime mover in the formation of TRAIN in February '72, "our new association shall be of immediate benefit to all its members."

The crisis is a combination of financial, mechanical, and political problems plaguing many of the 160-plus delegates represented at the recent Milwaukee symposium. TRAIN'S first aim is to unify an industry as diverse as trolley poles and driving rods. Implicit in that aim is an increase in the professionalism of the industry, especially where member and common-carrier relations are concerned, according to George M. Leilich, vice president of operations, Western Maryland Railway. Given high priority by TRAIN is the development of an insurance "package deal" for its members. Premium costs have played havoc with the budgets of many tourist lines.

Elected TRAIN'S president for this year was George A. Pins, a New York attorney and private railroad-car owner. In 1968 his ex-Pennsy business car No. 120 carried the body of Senator Robert F. Kennedy from New York to Washington. Other officers elected in Milwaukee were Killoran, Cass Scenic Railroad, W. Va.; secretary George M. Crook, Ohio Railway Museum; and treasurer, George R. Greenacre, Greenbrier Railroad, W. Va. Next year's convention was set for early November in Philadelphia.

The Gold Coast Railroad, Ft. Lauderdale, Fla., is on winter schedule. Steam train rides begin at 12 noon, then 12:40, 1:20, 2; 2:35, 3:20, and 4 p.m. Fares for adults, $2; kids 5 to 12, $1. No charge for those under five. Together with the train ride is a self-guided tour through the famous car *Ferdinand Magellan,* used by Presidents Eisenhower, Truman, and Roosevelt, and the museum, with much historical equipment. Fares and donations are tax-deductible and go toward the maintenance and operation of the railroad, which has no paid help.

Liberally spread with Canadian steam action pix is the beautiful 1973 calendar issued by Upper Canada Railway Society, priced at $2.75, postpaid. Contact the UCRS, Box 122, Terminal A, Toronto, Ont., Canada, M5W 1A2.

Loco and train shots of the TV western movie, *Alias Smith and Jones,* were made in 115-degree heat last July on the Rio Grande's Texas Gulf line in Utah. Ex-Great Western 2-8-0 No. 75 was used in filming two programs of the series, starring Ben Murphy and Roger Davis. A Union Pacific retiree, part owner of the loco, was the hoghead on the 75 during the movie sequences. The engine is presently stored at the Arapahoe steam plant in Denver, awaiting possible use in New Mexico for another picture.

Copies of a 15½x20" portrait of D&RGW K-36 locomotive No. 480 have been released by Al Armitage, railroad artist and modeler. The 480 was one of the heavy-duty engines used to haul freight over Cumbres Pass. Her portrait, done by pencil sketch, is available for $2.50 at Caboose Hobbies, 601 15th St., Denver, Colo. 80202; also at Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401; or direct from Armitage Railroad Prints, Box 655, La Mesa, Calif. 92041.

"Some time ago I saw a note in your magazine from a fellow interested in forming a Santa Fe fan club. I'd like to learn more about this club.—Franklin Martin, 7537 Springlake Dr., Bethesda, Md. 20034.

The City of Scottsdale, Arizona, is becoming railroad-minded. Thirty acres of land have been donated to the city for use as a railroad park. Eleven acres will be devoted to railroading in various forms. They have one steam loco with about ten cars. The loco is a scaled copy of a narrow-gage engine that once ran in Colorado. She has a working pressure of 145 psi and uses oil. Loco and cars are equipped with airbrakes. The cars, all accurately scaled, have solid oak bodies with steel underframes.

Maricopa Live Steamers, Inc., are planning a fair-sized operating track within the area, while the Lackawampum Railroad Club, Inc., will build and operate a large HO layout in one of the buildings. Construction is over 25 percent complete, with equipment and buildings valued at over $250,000 now in the park. The Scottsdale Railroad Mechanical Society, Inc., is serving as advisor to the city. Membership costs $20 for adults (18 and over) and $5 for juniors (14-18). Donations of railroadiana and membership fees are tax deductible. Contact Richard Morse, 15 W. Del Rio Drive, Tempe, Arizona 58282.

Charles William "Chuck" Placek, Burlington Northern cashier at Tioga, N.D., has been singled out by the road for his outstanding civic work. Chuck's activities include Chamber of Commerce, American Legion, and National Wildlife Federation, and 17 other groups. The White Earth Valley Wildlife club, of which he is president, nominated and later saw him named "North Dakota Conservationist of the Year."

Tennessee Valley Railroad Museum restoration fund for engine 6901 is highballing right along. This is their first fund-raising drive for a specific project. About $12,000 and much volunteer labor could make the 6901 a close competitor of Southern's 4501 in power and appearance. Anyone interested in helping to restore this Mike to active service should write the museum, P.O. Box 44, Chattanooga, Tenn. 37401.

After 13 years of intense activity by citizens, Grand Haven, Mich., has finally opened its Tri-Cities Historical Society museum in the former Grand Trunk Western depot. The station property, purchased by the city of Grand Haven from GTW in 1967 for $66,375, was leased to Tri-Cities High School on Nov. 1, 1971. Although Grand Trunk built the depot in 1892, railroad service from Detroit to Grand Haven dates from Nov. 22, 1858. The 189 miles of track between the two cities resulted from the consolidation of the Detroit & Pontiac (1844) and the Oakland & Ottawa to form the Detroit & Milwaukee Railway. ●

Pen Pals Wanted

Michael J. Irlam (21), 81 Shrewley Common, near Warwick, England, wants female pen pals anywhere, ages 16-22.

Barbara Buchek (16), 9036 Consul Avenue, St. Louis, Missouri 30301.

Joseph R. Razek (33), 3314 Sheffield Dr., Arlington, Texas 76013, will correspond with railfans in Japan, Korea, Hong Kong, Bangkok, New Delhi, Cairo, Athens. Plans to take photos in those places, needs guidance.

Nenita Bientice (34), Panganibar Street, Cebu City, Philippines.

Mary M. Brockus (16), 205 West 5th Street, Moulton, Iowa 52572.

Mrs. Erhel G. Fauls, 910 Main St., Louisville, Ohio 44641, had serious operation, needs cheer-up letters and cards.

Norma Jean Day (25), Route 1, Unicoi, Tennessee 37692.

Diana Evangelista (21), 29-A Salvador Street, Cebu City, Philippines.

Brian Tasker (17), 7 Rosslyn Crescent, Bentleigh East 3165, Victoria, Australia, wants railfanette pen pals anywhere.

Debby Perry (17), Box 89, R.D. No. 1, Hookstown, Pennsylvania 15050.

Allan T. Spencer (33), 1602 Lakeview Ave., Lorain, Ohio, will correspond with railfans interested in photography. ●

Coming Events

Feb. 17, March 17, April 21, May 19, monthly meetings of National Association of Timetable Collectors, 12 noon, lower level near track 6, Pennsylvania Station, N.Y. City; all invited.

April 7-8: Railroad Buffs Assn. '73 Mini-Convention, N.Y. City, parlor car; other train rides, banquet. Robt. Epstein, trip chairman, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 28: B&M "State of Maine Express" trip: Boston, Worcester, Lowell, Portland, Boston. Contact Frank Kyper, trip chairman, N.E. Div., Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

April 29-May 20: Caribbean cruise and rail trip, incl. Disney World; return on Amtrak Sunset to West Coast. Write Jim Weinberger, tour director, Pacific Coast Chap., R&LHS, Box 3552, San Francisco, Calif. 94119. ●

November Abandonments

Philadelphia, Baltimore & Washington (Penn Central)— 13.7 miles, Bushrod to Linton Summit, Ind.; Michigan Central (Penn Central)— 7.07 miles, Hillsdale to North Adams, Mich.; Penn Central— 8.4 miles, Moshannon branch, Madera to McCartney, Pa.; 0.8 miles, Wilson Point branch, Norwalk, Conn.

Oregon Electric Ry. Co.— 1.99 miles, Eugene Ore.

Chicago & North Western— 9.8 miles, Larsen to North Ashkosh, Wis.; 9.2 miles, Madelia to Lewisville, Minn.

Gulf, Mobile & Ohio (Illinois Central Gulf)— 79.6 miles, Dwight to Washington, Ill.

Southern Pacific— 12.751 miles, Sugarfield to Robbins, Calif.

Total miles of abandonments by ICC for Nov. '72— 164.511.

November Proposed Abandonments

Chesapeake & Ohio— Onekama, Mich.; Kinde to Port Austin, Mich.

Milwaukee— Trail City to Faith, S.D.

Chicago & North Western— Conover to Philps, Wis.

Penn Central— Columbus to Flat Rock, Ind.; Bellefonte secondary track, Lemont to Coburn, Pa.; Warren to Bristol, R.I.

Baltimore & Ohio and Pittsburgh & Western— Brain to Mt. Jewett, Pa. ●

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, and states or provinces. Zip codes free. Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017.

Bob Oakley, Box 113, Apache Jct., Ariz. 85220, buys, trades R.R. and Express Co. wax sealers. Wants any type Wells Fargo item; describe with price.

John Brinckmann, 17 Runyon Ave., Edison, N.J. 08817, sells tts. B&O, D&H, LV, MC, PRR, Rutland, etc., tickets, passes, transfers. Also Trains 1954-1956. List, SSE.

For sale: railroad items such as pencils, playing cards, Adlake kerosene lanterns, photos, pens, china, others. SSE for list. John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

Books: Fonda, Johnstown & Gloversville Railroad. 103 years old, 160 pictures, 208 pages, $4.95. Bath & Hammondsport Railroad, n.g. in 1875, 445 pictures, 228 pages, $4.50. Elmira, Corning & Waverly Traction, acquired by Erie Railroad. 230 pictures, 168 pages, $4.95; $6.95 hard cover. Buffalo Railways, 530 pages, 930 pictures, $9.95. All Books 8½x11". William Gordon, 232 Beresford Road, Rochester, N.Y. 14610.

8 picture postcards of train wreck C.N.&S.T.P. at Cone, Ia., April, 1912, $1 postpaid.— Doerres, Box 676, Wilton, Ia. 52778.

John Yates, 125 E. Oakland Ave., Oaklyn, N.J. 08107. Send SSE for large list of railroadiana, including many old timetables for sale.

Steve Downey, P.O. Box 3477, Hialeah, Fla. 33013, will trade U.S. locomotive slides for those of Mexico and Australia.

Wanted: will buy or trade railroad ashtrays and lanterns, Kent Hamilton, DeTour Village, Mich. 49725.

Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, for large oblong negatives. Details free.

James Prokes, 7850 S. Kenneth, Chicago, Illinois 60652, buys timetables, cap badges, dater dies, brass lanterns, playing cards, keys, silverware, books.

H. Chelf, 2114 E. Marshall Ave., Longview, Texas 75601, sells steam photos of major, short, merged, and abandoned U.S. roads. Excellent Southeastern and Ark., La., Tex. selection.

Cal Bulman, 45 Garden Parkway, Henrietta, N.Y. 14467, sells, trades, buys switch keys and lanterns. New listings, 20¢ each.

Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043, sells duplicate color slides, diesel and steam, black & white prints. Sample and catalog, 35¢. Buys original steam and early diesel slides and negatives.

World War II telegraph keys, new, mint cond. in original box, $5.75 each postpaid.— C. Goodman, 5826 S. Western, Chicago, Illinois 60636.

Color-slide sets featuring Milwaukee Road electrics, Canadian and pre-Amtrak passenger trains, Northwest short lines, contemporary streetcars, SP&S and Espee trains are available from Northwest Rail Images, 4891 Donald Street, Eugene, Oregon 97405. 25¢ brings list and sample slide.

Last call for dinner and for playing cards in the Pullman cars of many fine passenger trains. Special offer of Pullman pinocle decks, gold and brown and gold and green authentic mint decks: $2.50 one deck, $5 both decks, postpaid. You go first class with Pullman.— Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

Railroad antiques and artifacts. Widest selection anywhere of all the hard-to-find non-paper things. Keys, locks, wax sealers, lanterns, lamps, china, silver, buttons, badges, steam era locomotive items, much more. Amazing diversity, all authentic, most old, much rare. New lists monthly, lively and informative, are setting standards others imitate but cannot match. Everything select; satisfaction guaranteed. The Smithsonian is a repeat customer, along with hundreds of others. Sample lists (current), three 8¢ stamps.— RRAR, 1260 Star, Noti, Oregon 97461.

Toledo Lake Erie & Western Ry. old-style tickets valid for weekends round trip, 18 miles on Toledo, Angola & Western from May to Oct., Dorr and Secor roads, "Blue Bird Special," C&O 11902 10-wheeler passenger engine or 1920 Baldwin 0-6-0, donated by Detroit Edison. In the event we purchase N&W trackage from Waterville, Ohio to Grand Rapids, Ohio, we will honor these tickets. Mail $1.50, check or money order, to Willard Edison, Treas., 1008 Eton Road, Toledo, Ohio 43606.

The last decks of beautiful railroad playing cards to be issued by most railroads now offered at pre-Amtrak prices. Write and enclose 8¢ stamp for list of these plus older cards of yesterday. Our sets of older single cards for card albums allows you to get one card from most railroads at low, low cost. Buy now for greatly increased value later. Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

Charles Parsons, Rte., A2, Box 124D, Dunnellon, Fla. 32630, sells quality Kodachrome photocopy slides, steam, diesel, trolley, United States and foreign. Sample 35 cents. State interests.

Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107, breaking up 21 albums of old trolley photos. Many rare lines; all states. Send postage for big list.

Timetable auction: Over 150 items available, mostly 1940's and 1950's. SSE for list to Committee for Better Transit, Box 3106, Long Island City, N.Y. 1103.

Steam and traction prints and b&w slides on approval. SSE for info.— Al Shade, 9831 Aldridge Drive, Columbia Station, Ohio 44028.

Stitchery kit stamped for colorful easy-to-do embroidery on fine quality fabric. Includes yarn and simple instructions. "Olde Transportation" featuring Iron Horse, Horse Car, Model T, etc., 18x24, $5 postpaid.— Jays Yarns, 415 S. Broadway, Yonkers, N.Y. 10705.

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Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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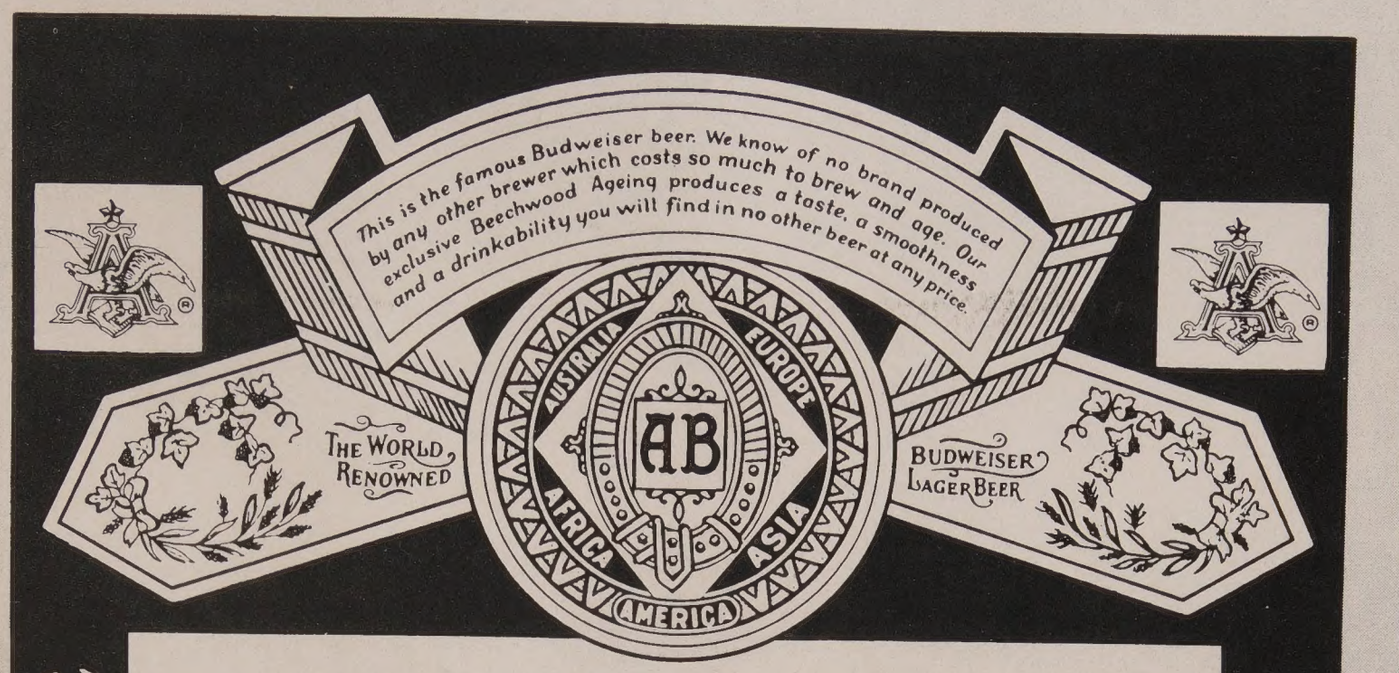
This is the famous Budweiser beer. We know of no brand produced by any other brewer which costs so much to brew and age. Our exclusive Beechwood Ageing produces a taste, a smoothness and a drinkability you will find in no other beer at any price.
THE WORLD RENOWNED
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BUDWEISER LAGER BEER

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Budweiser®

KING OF BEERS®

Brewed by our original process from the Choicest Hops, Rice and Best Barley Malt

THE LARGEST-SELLING BEER IN THE WORLD

Anheuser-Busch, Inc.

ST. LOUIS NEWARK LOS ANGELES TAMPA
HOUSTON COLUMBUS JACKSONVILLE MERRIMACK

GENUIN

When you say

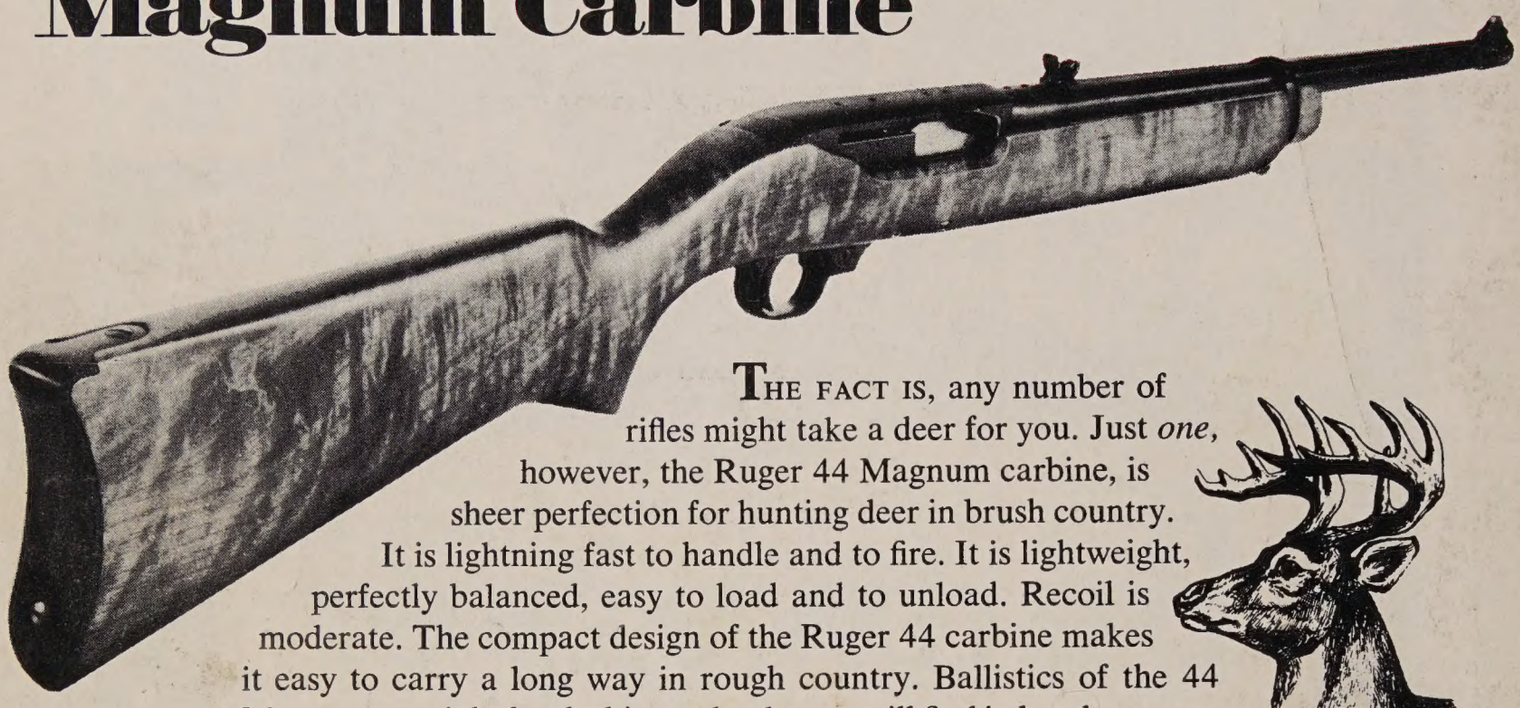
Budweiser®

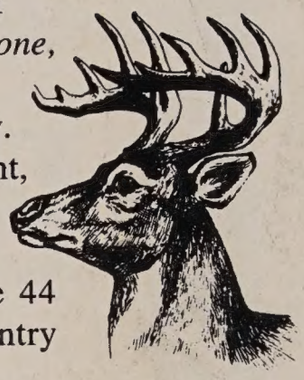
you've said it all!

for brush country deer...

RUGER® .44

Magnum Carbine



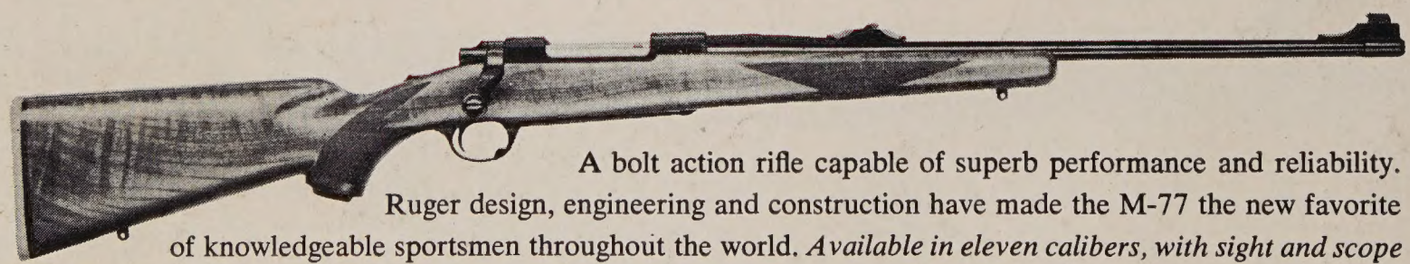


THE FACT IS, any number of rifles might take a deer for you. Just *one*, however, the Ruger 44 Magnum carbine, is sheer perfection for hunting deer in brush country. It is lightning fast to handle and to fire. It is lightweight, perfectly balanced, easy to load and to unload. Recoil is moderate. The compact design of the Ruger 44 carbine makes it easy to carry a long way in rough country. Ballistics of the 44 Magnum are right for the biggest bucks you will find in brush country or in tall timber.

SPECIFICATIONS: Weight — 5¾ lbs., Barrel — 18½". Overall length — 36¾", Sights — ⅛". Gold bead front; and folding leaf rear, adjustable for elevation. Receiver drilled and tapped for standard scope blocks or tip-off mount adapter. Safety-Sliding cross button. Safety locks both sear and hammer and cannot be put in safe position unless gun is cocked. Tubular magazine holds 4 cartridges, plus one in chamber. Gas operated, auto-loading mechanism. Suggested retail price, $117.

for the hunter who wants the best off-the-shelf bolt action...

RUGER® M-77



A bolt action rifle capable of superb performance and reliability. Ruger design, engineering and construction have made the M-77 the new favorite of knowledgeable sportsmen throughout the world. *Available in eleven calibers, with sight and scope mounting options. Hand checkered solid walnut stock, plus other custom features.* Examine an M-77 at your dealer's. Suggested retail price, $165.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

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